

Australian Model Railway Association

JOURNAL

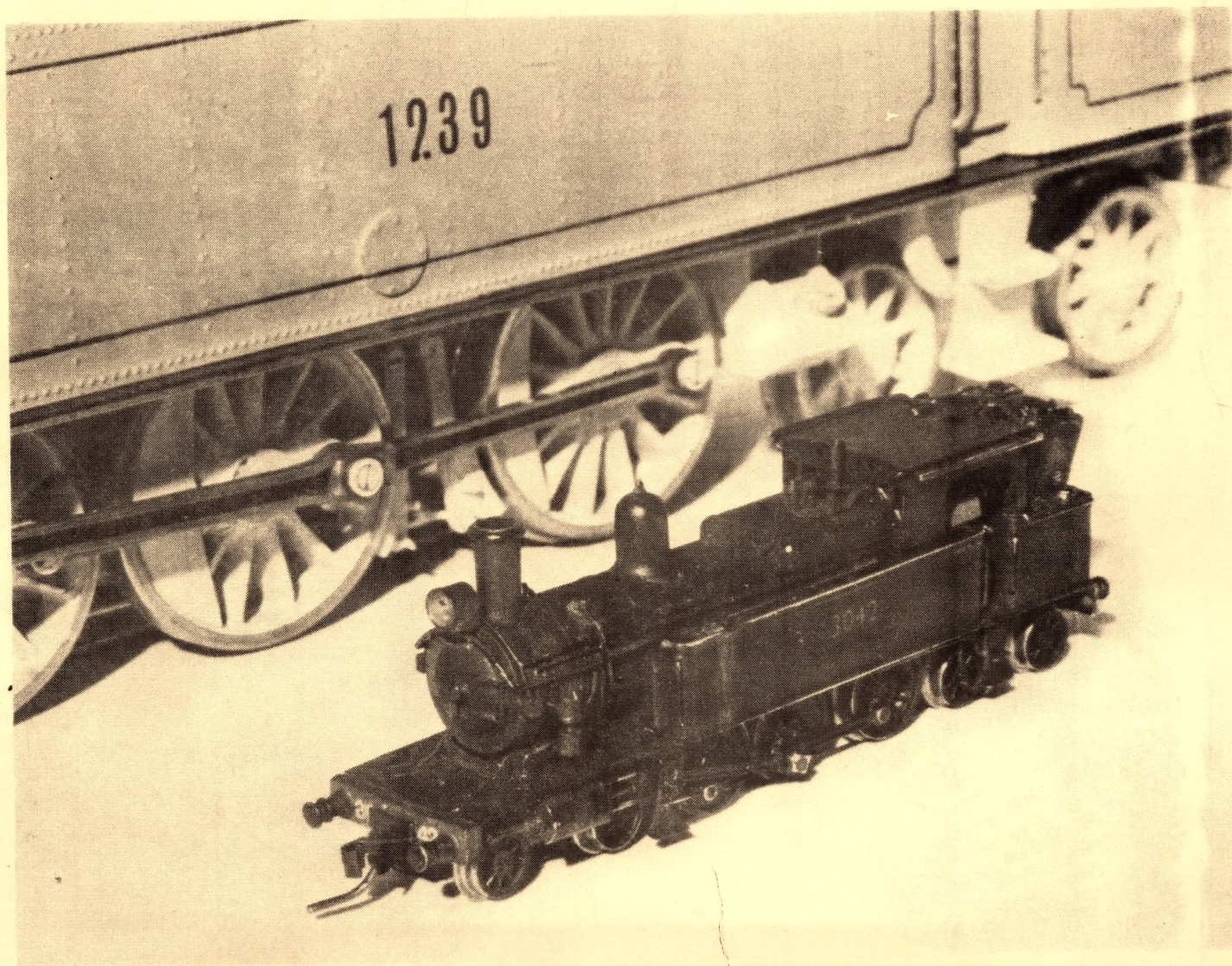
MARCH - APRIL 1989

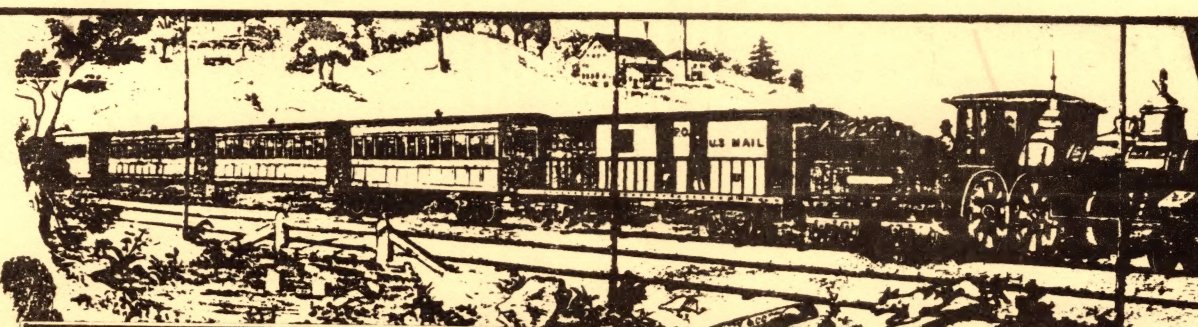
VOLUME 38

Registered by Australia Post.
Publication No. VBH 1367.


NUMBER 189

AT ISSN 0045-0715



- 
- OPEN
9 AM - 6 PM Monday - Wednesday
9 AM - 9 PM Thursday - Friday
9 AM - 12 Noon Saturday

- LAY-BYS, TRADE-INS ACCEPTED



Telephone 890 7027

THE ENGINE SHED

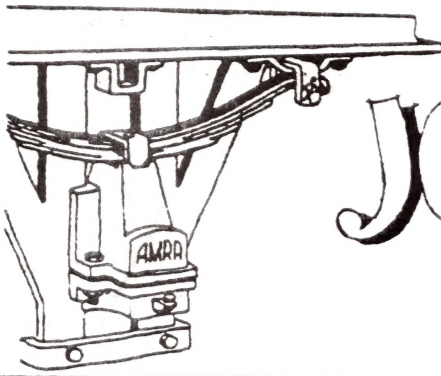
52

5 CARRINGTON ROAD

BOX HILL 3128

MODEL RAILWAY EQUIPMENT FOR ALL AGES





Editorial JOURNAL BOX

EDITORIAL

Now that I am enjoying my sojourn in England, I wonder if all the arguments that are being put forward regarding Federal and State Constitutions are not really red herrings to state something very obvious - COMMUNICATION.

In a society such as we live in today, communication seems to be a buzz word which really means, are we telling everyone just what it is we are about.

Many years ago a few people had a vision - if we can get a large number of people interested in model railways as a group, we can create something which would be worthwhile to all those modelers who are now working on their own. They could get together in groups, and by passing on their experiences, make things a little easier for those just starting in the hobby.

Simple problems (to them) would be by personal experience passed on to newcomers to make their entry into the hobby less traumatic, and allow them to bypass those traps, which, in any hobby, are there to disillusion the unwary and inexperienced.

However, such an organisation requires some basic rules, which, however, simply written, seem to lead to interpretations that were never intended, or never envisaged.

That, of course, does not excuse the necessity to update those rules and organisational requirements that seem to plague us now. If our founding fathers had written that $2 + 2 = 5$, we should by now have amended it to $2 + 2 = 3.999$. This may appear to be either obstructive or simplistic - depending on which side of the fence you are sitting at the time.

Let us get back to realising and practising that model railways ARE FUN!

Rex Little

ON THE COVER

The diminutive size of Phil Bodger's N scale NSWGR 30 class locomotive No 3042, as running in the late 1960's is emphasized by Bert Hetherington's O scale model of the same wheel arrangement standing in the background at the 1987 NSW exhibition.

Photo by Jack Parker

NOTICE

This publication accepts no responsibility for the accuracy or reliability of articles or advertising published herein, statements made or opinions expressed in papers or discussions, nor do we necessarily subscribe to the views expressed or implied by contributors.

Neither is any guarantee implied or expressed as to the good conduct or practice of advertisers herein. This publication reserves, at all times, the right to refuse acceptance of any matter considered unsuitable for publication.

CONTENTS

	Page
Secretary's Desk	32
From the Managing Editor	32
Vale - Maurie McKinnon	33
The Pop Valve	33
More on Train Handling	38
What is the Temperature?	39
The Magical Triangle	39
Using Cyanoacrylate (CA) Adhesives "Superglues"	40
Electrical Wiring in USA	40
Advice from a Desk Calendar	41
What Use are Art Shows to Railway Modellers?	41
Freight Operations Using Dice	43
Blu-Tack	44
Using Light Emitting Diodes - Part 1	45
A Handy Paint Container	45
State News - Queensland	46
New South Wales	47
Victoria	50
Western Australia	54

CREDITS

Managing Editor	Roger Lloyd
	6 Kiers Court, Rosanna East 3084
Editor	Rex Little
	PO Box 46, Nunawading 3131
Advertising Manager	Mrs Elizabeth Secker
	2 Hilltop Avenue, Glen Iris 3146
Sub-Editors:	
Queensland	Ted Ward
	13 Loveanus Street, Silkstone 4304
New South Wales	David Kirkland
	47 Napoleon Street, Sans Souci 2219
Victoria	Bob Marsden
	21 Lerina Street, Clayton 3168
Western Australia	Barry Keens
	28 Lovegrove Way, Morley 6062
Layout	John Harry
Typing	Helen McMullen
Printing	AMRA Victorian Branch
	92 Wills Street, Glen Iris 3146
Federal Secretary	Harry Gibson
	147 Barrenjoey Road, Ettalong Beach 2257
Federal Registrar	Norm Read
	3 Augusta Street, Strathfield 2135
Federal Treasurer	Ken Edwards
	8 Easton Road, Berowra Heights 2082

THE FEDERAL SCENE

Secretary's Desk

Hip Hip Hoo Tin Hare Rahh!!!!

A member has uncovered a big secret about the Federal COM, namely, the meetings are not held in secret, and he confirmed this by attending, along with 45 fellow members - the Federal Annual General Meeting. In addition, he was able - WITHOUT NOTICE - to even ask questions. Thanks, John. Perhaps members, including visiting interstate members, may also be interested to know that they can be present as observers at the ordinary general meetings (at least eight per year), but please write or ring first. Prior arrangement is necessary as -

1. it confirms the date and venue, and
2. the venue is normally on private premises, and the host does rate some courtesy.

Our Managing Editor has created opportunities for discussion concerning the fees we should be paying. Once again the COM approached the subject, starting with members' wishes, State requirements, Federal responsibilities, through to Journal effectiveness, and it all comes back to the reality - what do we want from AMRA, what do we want AMRA to do, and THEN how much are we prepared to pay for this. Remember, it is the members' money that the Federal COM uses, but the COM is also responsible that AMRA has vitality. A good indication of members' concern will be found in response to Roger Lloyd when we read it in Pop valve, or as John Reid revealed, members can write direct to the Federal COM.

The never ending and universal subject - YOUTH - was reviewed once, again at the February meeting. Figures are usually the Registrar's department, but how does about 60 or so young members (under 19 years) out of 851 members appeal to you. In Journal 188, Ted Ward presented some thinking material - in his Zero Growth.

A subject that had to be kept QT for a bit was a presentation to Keith Wilcox in honour of his service to AMRA. As he was chairing the relevant meetings, it was a no no for us to discuss it at the time - however, he has now received it, a book, which we trust gives him much pleasure. Happy modelling in '89.

Harry Gibson

From the Managing Editor

It is with some regret that I will be resigning, both as Managing Editor and as printer for Journal, as at the end of this year. I have given this much notice so that the Federal Committee of Management has sufficient time to come to alternate printing arrangements for next year, and to give consideration to the format Journal should take.

There are several reasons for this decision. Firstly, I have devoted literally hundreds of hours in the past seven years to this, and I am starting to get some pressure on the home front, particularly when she perceives that it is me alone that is making such a sacrifice of time.

I know that many other people have been generous in their time as well, and I am most appreciative of their services. Pressures from work and Victorian Branch duties are also eating into my time.

However, it seems to me that all that has been achieved for all my time (and some out of pocket expenses, such as petrol, etc) is a reduction in annual subscriptions for the rest of the membership. Altruism can only go so far. I am frustrated in my attempts to improve the quality of Journal by modern publishing techniques. Through the cost savings in printing over the last seven years, we could have substantially improved the financial position of the Association, not only to improve Journal, but also to help some of the other aims. An example could have been to pay for a representative from each State to attend the Federal Annual General Meeting or some sort of Federal Conference. However, this chance has been squandered by an obsession to keep the fees as low as possible.

I was interested in John Reid's account of the last Federal Annual General Meeting. As I don't get minutes, I must accept his version as being reasonably accurate. It appears that there was no discussion of Journal at all, yet Journal accounts for the great majority of our Federal spending.

Another disappointment has been the almost complete lack of support from Western Australia. Ern Raddatz was full of praise for the WA Branch notes that consist entirely of extracts from Branchline, published separately by the WA Branch. He seemed to be a little critical of the other branches, but the members there seem to put their energies into articles. Below is a list of contributing authors of general articles since January 1987.

Queensland

Ted Ward (very many articles)
J Bilby
Ken Edge-Williams
Steve Malone
Greg Cash
Jack Makin
Nev Mann
Paul Scrivens
Big Jim

New South Wales

Steve Chapman
Glen Watson
Jack Parker
Peter McDonald
Peter Kelly
Geoff Coleman
Tom Parkes
Brian Rowling

Victoria

Luis Aa
Andrew Middleton
Frank Sheeran
Ern Raddatz
Roger Lloyd
Alan Dowel
Bill Secker

Western Australia

Ted Thoday

Your comments in Journal would be most welcome.

Roger Lloyd

Vale - Maurie McKinnon

It is with sincere regret that we report the death of AMRA Life Member Maurie McKinnon. He passed away suddenly and unexpectedly at his home in Echuca, Victoria, on Saturday 11 March 1989 at age 73.

In the earlier decades of AMRA, Maurie was a willing and able worker for this Association, eventually serving for some years as our Federal Secretary. He later held the position of Publisher of this Journal for a long period, and was still occupying the post when he retired from working life about eight years ago.

For more than 25 years, his private model railway interests had been focused on his HO layout at his then home in Frankston, Victoria, near Melbourne, and for which he amassed a varied collection of equipment. However, after retirement, he moved with his then wife Edna to a new home in the large Victorian border town of Echuca, and this layout had to be demolished.

Maurie now took the opportunity to indulge a long held wish to work in narrow gauge, in a larger scale. He finally chose On30", and designed and commenced construction of a large layout in this format. He happily continued to develop this project right up to the time of his death.

Early in this period his first wife Edna became seriously ill, and subsequently died. Their home had already become a kind of unofficial meeting centre for a small loosely knit group of model railroaders scattered throughout northern Victoria and southern New South Wales.

These men and their respective wives closed ranks around Maurie, and we know he was unceasingly grateful for their continuing kindnesses to him at that time and onwards. We also know that they in turn will miss his cheery and courteous presence among them at future gatherings.

Maurie was universally liked by all who came into contact with him, for he was a most 'human' man who quite patently liked other people. For those of us who were fortunate to be numbered among his many personal friends, this writer joins in bestowing on our departed mate that ultimate, but simple Australian accolade - he was a good bloke! Rest easy, old friend.

The Australian Model Railway Association and Journal salute the passing of Maurie McKinnon, and offer condolences to his wife Beryl and his immediate and extended families on their sad loss.

Rick Richardson



FROM THE MAILBOX

The Editor
AMRA Journal
Dear Rex

In past issues of Journal, and in an issue of the magazine of the Aust/Asian Region of the NMRA, the matter of the lack of model railways at EXPO 88 has been mentioned, after all EXPO's theme was 'Leisure in the Age of Technology'. May be with this letter, I may be able to shed some light on the subject.

Ted Ward mentioned that there was a good display of LIMA products in the Italian Pavilion. There was another good display in the Cadbury Chocolates Pavilion. This pavilion had an LGB loco and train running around the display. Probably the best display of all was in the 'Executive Club'. This was a static display of Queensland Railways locomotives and rolling stock, but unfortunately this was closed to the general public.

When the official announcement was made that EXPO was coming to Brisbane, and with the site just next door to our then new Clubroom (the Club had to vacate its then Clubroom to allow an EXPO facility to use the site, and occupy another location), the Committee thought we should apply to the EXPO Authority to present a display for the duration of EXPO. One idea put forward was to run trains of whatever country was celebrating its national day on the day at EXPO.

Our AMRA State President at that time invited Sir Llew Edwards along to our 1986 Model Railway Show and spoke to Sir Llew about participating in EXPO. Sir Llew was also taken across to the former Clubrooms and shown what members were capable of with a demonstration of the old Club layout. Sir Llew was very receptive to the idea, but pointed out that as EXPO was to be a profit making concern, we would have to pay for whatever

space we would use, and also possibly build our own pavilion to house the layout. The cost of doing this was beyond the Club's resources, but one way around this was to approach the Queensland Government and see if we could be included in the Queensland Pavilion. On visiting the Queensland Pavilion during EXPO, I just couldn't see a model railway fitting into the general concept of the display (my opinion only), but probably the greatest drawback of all to presenting a display at EXPO was manpower, or lack of it. At the time of Sir Llew's visit, it wasn't generally known what the hours of EXPO would be; Sir Llew pointed out to us that EXPO would operate 12 hours a day, seven days a week for six unbroken months.

At the next Committee meeting, it was decided not to proceed with an application to display at EXPO as to do so was beyond the capacity of the Branch. Being so close to the EXPO entrance and also the entrance to South Brisbane Railway Station, we toyed with the idea of opening up the Clubrooms to the general public, but our lease from the Railways prevents this. The best we could do was to advertise in the various hobby magazines our location and Club times, and from these advertisements, we did have quite a lot of overseas and interstate visitors. On closing, I would like to say that I'm not sure if any of the other model railway clubs in Brisbane applied to exhibit at EXPO, but I doubt it. I think to exhibit at something like EXPO was beyond the scope of most voluntary organisations, model railway or otherwise. I hope my letter sheds some light on the absence of model railways at EXPO.

Regards
Bob Mawson
Queensland

The Editor
AMRA Journal
Dear Rex

It was very gratifying to read Ern Raddatz acknowledgement of the abundance of contributions to AMRA Journal made by the writer, with the comment that a similar feeling was expressed in another quarter.

Almost every newspaper and magazine has a regular contributor, if not several. These people find it rewarding to have their opinions and ideas aired in print, and relish response from other readers, positive or negative, as at least it shows that somebody is reading and bothering to comment on such opinions and ideas.

This contributor intends to continue to shower Journal with submissions, views and opinions, and it is up to the Editor to print them or not. To give the Editor a little more choice in the matter, readers are reminded that the way to get a more balanced, objective and diverse Journal is for more of us to spend time writing different views, opinions and comments on this hobby we all share.

Perhaps as an incentive to promote more activity from those readers who CAN write words on paper, the Editor might consider including the name of the State Branch after the author's name on every article printed in Journal. This may be some encouragement to would-be authors, as honouring State or Branch pride is something most of us like doing.

Ted Ward
Queensland

The Editor
AMRA Journal
Dear Rex

I am quite pleased that Andrew Middleton was able to get so much from my article 'Operating Your Model Railway' in Journal 186, despite the fact that what I was actually talking about was something quite different from what he got out of it. That is what writing articles to Journal is all about, giving other people ideas on how to tackle their particular problems, and an article doesn't need to deal directly with their problem to do that. I have heard, however, that there are a number of members who have misinterpreted my article as referring to tramways and would like to take this opportunity to clarify a couple of things with regard to this.

1 I am very surprised that what I described seems to match so well with the description of a basic electric tramway layout as I know absolutely nothing about trams. I am pleased that the information in my article has found applications in an area of which I was totally unaware.

2 Andrew Middleton has quoted a section of my article slightly out of context and used that as a starting point in order to draw a conclusion which is the direct opposite of the point that my article was attempting to make. He says 'greater realism of operation is available due to the predominance of point to point or terminus/depot running'. The entire point of my article was that although point to point layouts by their very nature must be operated realistically that realistic operation is possible on any layout. The article was in fact intended to refer mainly to conditions which apply primarily on the double track continuous run layout that so many of us build, but so few of us make the effort to operate realistically, in order to demonstrate that realistic operation on a continuous run layout is a

perfectly feasible option requiring but little more effort than that required to just sit the trains on the track and watch them run around and around.

So by taking the information in my article, together with the additional information provided by Andrew Middleton, it should be possible for anyone with a model railway or model tramway layout to spend a short period of time so as to develop a series of movements which will give an appearance of more realistic operation. Operation is as important an aspect of model railways as the trains, the track, and the scenery, particularly when you have the layout at an exhibition, and therefore deserves as much effort as the other aspects of building a model railway, and this applies no matter what type of layout that you are building. At the very least its worth thinking about.

Regards
Steve Chapman
New South Wales

The Editor
AMRA Journal
Dear Rex

I do apologise to the SIXTH nominee for the Federal COM, GRAHAM LARMOUR, for omitting unintentionally his name in the last Journal from the list of names I quoted. That Federal AGM was my first plunge experience into all those AGM type formalities. I had thought there were only five nominees, and as I already had the five names, I did not enquire any further. Therefore you can imagine my own surprise when reading elsewhere in Journal 188 to learn that there had in fact been six nominees. I quickly flipped through the Federal Constitution once more and sure enough, there it was in Article 13A from which I quote - "Elected officers to the Committee of Management shall be - President and five committeemen....", that is, of course, a total of six persons. I feel it therefore becomes necessary for me to repeat my own warning described in the second last paragraph of that Journal article from which I quote - "My purpose has been to expose some information about the AGM....". That is, NOT ALL of the information. Obviously, not all of the names either.

For the mathematicians among you, who are thinking 'he still cannot count, there were EIGHT names', allow me to explain further. The other two persons you would be referring to were 'CO-OPTED' onto the Federal COM AFTER the Committee of six had automatically been elected. Therefore those latter two additional persons, i.e. COL STEELE and PHIL LEE had not been listed among the original six nominees.

Using one of the ABC's Geoffrey Robertson's Hypotheticals - WHAT IF all those eight persons had been originally nominated and listed BEFORE the AGM. Then the total number presented would, of course, have exceeded six, exceeded the maximum limit currently set by Article 13A. So what? Well, then we in AMRA would have had the exact circumstances or excuse (as described in Article 13D) for a Federal election. However, have you noticed that we have not had an AMRA Federal election for many years. Ever wondered why not? Perhaps it is because the Federal COM's policy is to avoid (if possible) involving the membership in any labour/cost intensive Federal elections. How? Perhaps by miraculously arranging that the number of listed nominees finally presented to the membership never (if possible) falls below or exceeds a total of six (as required by Articles

13A and 13C). If there were to be a shortfall or an excessive number of nominees, then the miracle could be fulfilled by the intending Committee arranging before their election to 'CO-OPT' after the election, certain person(s) or the excessive nominees onto the Federal COM via Article 10B, thus completely bypassing the membership's Federal voting process as outlined in Articles 13D, E, F and G; which would normally be used to thin out those excessive nominations.

If you interpret Article 13D literally (as I suppose it should be), then you may become upset by the Federal Committee's 'co-opting' of possible excessive nominees. However, there is another way of looking at this possible irregularity. First of all, how do you or I know IF the Committee is in fact receiving an excessive number of nominations. All Federal nominations have to be sent to the Federal Committee in accordance with Article 13B. Later the Federal Committee presents us members with a list of all the nominations it claims it has received???? In recent times that list has always contained the names of only six persons. A wonderful coincidence? Yet later, others are still needed and are always available to be 'co-opted' onto the Committee. Again, a wonderful coincidence?

Secondly, among AMRA's Federal nominations are 5, 6 or 7 nominees chasing or competing for about 6, 7 or 8 Federal Committee positions. Whether 'co-opted' or not, all of those nominees will finish up serving on the Federal Committee anyway with more seats still available for others. In this more-hands-make-light-work situation, and with all titled positions on the Committee being allocated by the President from all of the nominees (whether 'co-opted' or not) - what is there remaining for the membership to vote about?

The need for 'co-opting' only happens, when the existing Federal Constitution has been outdated. When Article 13A was drafted, it was visualised that only a total of six persons would be required for the Federal Committee. In November 1988 that basic requirement grew to eight. In the future it may grow even further to 10 and perhaps to 12, or it may decline back to six or even to four. Whichever the requirement number, our Federal Constitution cannot keep pace with the rising or falling demand. Therefore a band-aid method like 'co-opting' as provided in Article 10B is temporarily needed.

For anyone interested, a full copy of the Federal Constitution was published at the back of the Bicentennial January 1988 Journal No 182, and pages 3, 4, 5 and 6 of the Constitution with their articles in the correct running order were reprinted at the back of the next Journal No 183.

John Reid
New South Wales

The Editor
AMRA Journal
Dear Rex

I would like to add my congratulations to others for the quality of the last two copies of Journal, both in article content and correspondence.

Interesting to note that eight pages were taken up with extracts from Branchline and the comments made by Ern Raddatz on this excellent WA produced publication. Branchline Editor, Alan Porter, receives much deserved praise from the WA members.

Ted Ward's article on ZPG gives food for thought, but the situation is not probably as bad as he thinks. People are living longer

with a better standard of health and so our existing members should be with us for a few extra years.

I am a Marketing Consultant and would like to be paid a large fee to get more members, but will say that with a little thought and extra effort, membership as a percentage of the population can be increased quite easily.

WA has done so by maintaining a high profile through retailers of model products, having an interesting exhibition each year and encouraging members to talk with potential new members. We have, as a rule, a varied program of meetings with many opportunities for members (and visitors) to do their own thing and talk about anything railway (not only model). Make the club interesting and available, and ZPG wont be a problem.

It is worth pointing out that a lot of members are not prize winning modellers and do not necessarily want to be, but enjoy learning and talking railways. Find out the reason why members join and help them to achieve THEIR goals, not yours.

Yours sincerely
Barry Keens
West Australia

PS The How I Started in Model Railways run in Branchline shows how AMRA should be marketed.

The Editor
AMRA Journal
Dear Rex

As regular members of the Sydney Branch, we have been extremely disappointed by the adverse publicity our Branch has suffered during the past year. We now feel it is high time credit is given where it is deserved, as much progress was achieved during the Bicentennial year. We would like to take this opportunity to thank and congratulate the present Committee; the so-called 'elderly clique'; our very active younger members; the dedicated ladies auxilliary; and many other willing workers for all their time and positive achievements during 1988.

Listed hereunder are 'some' of the successful projects carried out by the above workers:

EXHIBITIONS

1988 Sydney Model Railway Exhibition - held for three days during the long weekend in October, a major task by any standards, and extremely successful. Congratulations to all the willing workers who gave their time and energy.

The Great St George Steam Train Festival - where Hawkesbury was exhibited for two days during November, and manned by reliable members.

LAYOUTS

. The very large permanent HO layout being constructed in the Clubroom's Annex, is progressing remarkably well, and has become extremely popular with members running their trains at 'layout operation' meetings. Hundreds of hours have gone into this worthy project by our dedicated members.

. The new N Scale layout being built is steadily taking shape with the new peninsular now in position. Great work done by this enthusiastic youthful team.

. A new HO layout was also built, complete with scenery and Thomas the Tank Engine and carriages, for our Sydney Model Railway Exhibition - Guessing Competition. It drew crowds at the Exhibition, both young and old, all hoping to win it!

. Hawkesbury HO layout was renovated prior

to the Exhibition, and brought the layout back to life once more. Many painstaking hours were spent in this task.

. O scale layout, the O-gauger's have now worked out plans for a hoist to be constructed for taking rolling stock, etc, up to the Mezzanine level.

BUILDING IMPROVEMENTS

. Picture frames were hand made for numerous railway prints, which now adorn our Clubrooms, and placed in position just prior to the beginning of our Bicentennial year.

. Building repairs to the Clubrooms have now been carried out, and new walls painted, after two break-ins during 1988; two outer walls were also increased in height, and security of the Club premises improved generally throughout the building.

. A wooden deck has been erected at the back entrance, and a stainless steel sink has been installed for cleaning of utensils for layout scenery; also a roof has been built over this area.

. New tiling has been carried out in the rest rooms, together with other improvements to modernise these facilities.

. Large book cases are currently under construction for the Branch Library, and progress is extremely rapid. Plans are also under way for cupboards to be installed under the layouts for added storage.

So, hats off to the handy members who took on all these tasks. The work is definitely of a professional standard. Thanks to all concerned.

LADIES AUXILLIARY

Have provided the Clubrooms with the following:

. A brand new refrigerator.

. New padded stackable chairs in delightful colours.

. Also delicious home-made cooking appears for afternoon teas and suppers, which is a treat enjoyed by all.

While on the subject of refreshments, a very special fruit cake appears with regularity on Wednesday work days, which is thoroughly enjoyed by all present. Many thanks to Bob and his wife for this luxury.

DINNERS

. Our Annual Dinner held in August was a great success with a three-course meal provided. Our guest speaker was Mr. Jack Sparks, a former driver of 3801 locomotive. A most entertaining event.

. The Annual Christmas Dinner is always a great success, and enjoyed by all.

Apart from the foregoing programs, auctions were still held regularly and attract a good attendance; other general meetings had to be planned; outings arranged for train enthusiasts; together with all the other duties a Committee is called upon to perform. So our present Committee, together with our active workers, have had a very busy year indeed.

Our Rockdale Clubrooms are a credit to our very hard working devoted members. The positive creative results are overwhelming. So keep up the good work, it is truly appreciated.

PS We forgot, our 'dissenting' members have contributed to the Club by way of criticism.

So readers, if the achievements we have just related in this epistle are that of a so-called 'apathetic' and 'stagnant' Club, what does a

'progressive' Club achieve?

What Club can beat this creative program in one year?

Sincerely
Margaret Goldrick
Charles Nightingale
New South Wales

The Editor
AMRA Journal
Dear Rex

The NSW Branch will soon be voting on incorporation. I myself do not know of any reason why the Branch should not be incorporated. Curiosity makes me ask that if there is anyone out there who does know why the Branch should not be incorporated, would they please write in immediately and explain to us all why not or forever hold that piece of information to themselves.

On the flip side of incorporation, comes the introduction of a new Branch Constitution. As always, there are many known reasons why members will vote to disapprove of a new Constitution.

I find it an interesting comparison to note that when the new HO layout for the NSW Clubroom was being planned, NSW members were sent out a questionnaire asking what they would like the new HO layout to have. The NSW Branch even called a special meeting to discuss the detailed pros and cons about the new HO layout. Yet when the new Branch Constitution for the Clubroom and for the members at large is being drawn up, there is no questionnaire sent to the members asking what they would like to have in their new Constitution. There has been no meeting called to discuss the detailed pros and cons for the new Constitution. There has not been any discussion on the new Constitution or, for that matter, on any 'branches' new constitution in the pages of Journal. I know the NSW Branch Committee incited in the members a momentary interest in NSW constitutional matters at the Federal AGM in November, but since then the Branch Committee has left those members high and dry. As a result, the members have not continued their interest.

I think many members do easily fall into the trap of saying - I don't care about our Constitution. Then in the future at their first AGM experience, they will suddenly rise up and ask - what is going on here? Then voice indignities like - this is not satisfactory to me! Aah, but then it is too late if the Constitution has already been approved. So if you can see yourself in the future disturbing the membership about what you consider are unfair Branch constitutional practices, then do it now. Either by publicly speaking up or campaigning about your constitutional concern and/or preferences and why; and/or by privately and quietly voting to disapprove of the new Constitution. But whether your for it or against it, loudly or silently, don't wait until after the Constitution has been approved to voice your opinion.

I hope that I can safely comment on behalf of SOME NSW members that we certainly don't want a repeat dose of another similar constitution like we have now, which caused the February 1988 AGM confusion and in-fighting among us. Much of which centred around our primitive vague NSW Constitution, which provides us with virtually no official procedural guidelines for the Branch Committee or for the members to follow at our AGM Branch elections.

At the moment, I myself have no idea what new confusions or new vagueness or new unsatisfactory 'little devils' our new Constitution will hold in store for us this time. However, I imagine when we all find out, we will have four or five or six, etc, weeks to vote one way or the other. In other words, I expect that we will not be given any time to discuss among ourselves in Journal, the new constitution's ideas. Therefore, the majority of members will have to make up their minds as to whether they approve or disapprove in total isolation from most of the other members. How in isolation will you make this awesome judgement which will effect you? I don't know which part of the constitution will concern you, but what I will do here is to talk to you about SOME of the parts which will sway me to either approve or disapprove. Members in other State branches can check their new constitution to see what they already have, and hence learn how their lot can also be improved.

The most important aspect to me is the AGM Branch election. How will this be held? By a show of hands (so that you can see who is voting with you and who is voting against you), or by secret ballot (so that you cannot see who is voting with you and who is voting against you), or by what other method? Whichever method, it should be named. If it is not named, that is, if it is flexible, then the method can easily change from year to year, and perhaps catch you unaware and cancel your vote already lodged in good faith.

Where were you on the last AGM day? At the meeting, away sick, away because of rain, away on holidays, away by too far a distance, etc. Your answer will guide you into what type of voting will best guarantee you your basic democratic right to a vote in your Branch's election. That is, a vote in person at the meeting, or a postal vote and/or a proxy vote.

Do you want scrutineers? People to check both sides of the voting count, if it is a very even election match. If so, do you want those scrutineers to also have a vote, or should they be denied a vote because they are scrutineering?

Obviously there must be a counting or returns officer, but do you want him to have one or two votes? What happens if the vote count is even? Should the counting/returns officer decide the issue by his second vote, known as a casting vote, or should the whole Branch membership itself be given a second chance - a second vote? Although this may be determined by the voting method, that is, the extra work and cost involved in a second vote by that method.

Do you want to know all the election voting counts or only some of the voting counts or no voting counts? If you are hard of hearing or likely to be sitting at the back of the room, do you want that voting count to also be written up on the Clubroom's notice board? If you don't attend the Clubroom regularly, do you want that voting count to also be recorded in Journal?

Do you want a copy of your Branch's annual financial statement posted to you automatically with Journal or by a separate more costly mail; or do you want to have access to a copy on the publication date only if requested; or don't you want a copy at all?

Do you want to be able to vote for the titled positions on the Committee, that is, for the Vice-President's position, for the Secretary's position, and for the Treasurer's position; or do you want the President to make the choices for you? If you wanted to be, for example,

the Secretary, who do you want electing you - the President or the members. If the President could choose who will hold what positions, he might, if he despises you, allocate you to a plain committeeman's position and not to the coveted position that you want because of personal rivalry. On the other hand, if the members could make the choice, that is, elect all the titled positions, then they might elect you to your preferred position irrespective of what the President's personal feelings are about you.

Do you think the elected committee should be able to 'co-opt' members to fill all other vacancies on the committee and/or to expand the committee itself, without asking the Branch members (without having a second election); or instead of 'co-opting', do you want a more flexible number system for committeemen by using the words 'up to' in the Constitution, e.g. "...and up to ? committeemen" (how many?). If the words 'up to' were used, then if there was only one or two or three or four, etc, nominations, whichever number is listed within that parameter from year to year, the Constitution is always fulfilled without any co-opting and without any second election.

These, of course, are only a small sample of the sorts of questions that you should be looking at and thinking about, because all of these issues will effect you. Also remember that some of these matters may seem very trivial and basic, perhaps even laughable, but if you cannot find them in the new Constitution, and they are, in fact, not written into that new Constitution, then they will NOT happen.

Quite obviously there are so many combinations of answers that no constitution could totally please all of the members. But then no constitution has to please all of the members. Article 9B (iii) of the existing NSW Branch Constitution says "...a two-thirds majority of all votes received shall be required to amend, add or delete any matter...". In other words, the new Constitution only has to please 66.66% of the returning votes, not 100%.

If NSW members find the new Constitution satisfies all their requirements, then vote to approve it. If, however, NSW members find the new Constitution does not satisfy them completely, then vote to disapprove it. During our current urgent atmosphere to get incorporated, I feel sure the Branch Committee will do all they possibly can, sooner or later, to satisfy all demands, no matter how trivial or repulsive for at least 66.66% of the Branch's interested membership.

AMRA itself is fun.

John Reid
New South Wales

Wanted to Buy

Triang Catalogues Nos 1, 3, 4, 7 and 12
Triang BR Maroon Princes Tender
Hornby 3 R230 Pullman Golden Arrow coaches
Hornby 2 R429 GWR Composite coaches
Hornby 3½" gauge 3 Stephenson's Rocket coaches
Meccano set, parts, motor, magazines, manuals
Malcolm Booker
11Kildare Grove
KILLARNEY HEIGHTS NSW 2087
02 451 8807

More on Train Handling

by Ted Ward

Modellers are taking an increased interest in driving model trains prototypically. Thanks for this can be directed to several quarters, perhaps originally to the deviser of the first rheostat control controller, or perhaps more appropriately to the gent who contrived a rotary switch which was probably the first form of electrical controller. In the early days of electrically operated model railways, there was almost nothing available such as we know today to make up a control system. Transformers for reducing mains voltage were not available outside laboratories or perhaps electrical workshops. One system for reducing mains voltage was by wiring a string of 240 volt bulbs in series, with the layout also in the same series. This divided the voltage equally across each bulb so that 12 volts was dropped across each bulb, and also across the model train layout. Certainly a very ineffective system, certainly illegal to instal and probably capable of passing little current.

Mains voltage is a comparatively recent historical innovation. There are still people around who remember the coming of electric lighting, and, indeed, there are still isolated parts of this great land of ours which are not yet electrified.

Those first rotary switches were usually home-made, with a rotor or wiper which was twirled around a circle of exposed bolt heads. Each head or bolt was also an electrical contact connected to different lengths of resistance wire, so arranged that the first bolt head to be contacted had the highest resistance and thus passed the lowest voltage to the engine. As the controller knob was rotated, consecutive bolt heads and their piece of resistance wire offered less resistance, thus passing full voltage to the train.

From there, control systems advanced to wire-wound rheostats. Incidentally, almost all the potentiometers used by the radio world for volume control and other purposes have been unsuitable for use as model train controllers because their resistance has been far above the modest requirement of a train controller, which is usually about 50 ohms or less for small motors. Wire-wound resistances have been far more suitable because, as well as being able to be wound to the right resistance, it is easy to select a gauge of wire for the windings adequate to pass a couple of amperes, something few radio potentiometers are capable of. Having said this, it must now be stated that rheostats have limitations, and have, in turn, been superseded as the ideal form of controller. The reason for this perhaps startling criticism is that, as with those primitive hand-made controllers or perhaps 70 years ago, the first position or setting of the controller imposes the highest resistance to the supply voltage. This allows only about one, two or perhaps three volts through to the little engine on the track. Those few volts have got to penetrate all the connections between controller and track, go down several feet or metres of nickel silver track, which has a relatively high internal resistance, wend its way through innumerable rail joiners if the rail is not bonded by wire soldered around the fish-plates or rail joiners. Then, it has got to get through the dirt on the rail-head, the dirt on the wheels, indifferent adjustment of brush tension, the resistance (and impedance) of the motor, back through the loco frame, through

the oil in the axle bearings, through a dirty wheel to dirty track and thus back to the power supply. It is a wonder it works at all, and so often it doesn't. The solution is to turn the controller knob a bit more and bang the table. Suddenly, inertia is overcome and another jack-rabbit start has been demonstrated.

The way to minimise these unsatisfactory circumstances is to maintain everything in top notch order and condition. Total cleanliness of track and machinery is paramount, use of track cleaning cars in regular scheduled trains is good operating procedure, and every step taken to enhance operating performance will help ensure a dividend in satisfaction.

The advent of the transistor controller about 30 years ago introduced control characteristics in model railways which better enabled the simulation of prototype practice. Transistor throttles typically operate at full voltage all the time, so the applied starting voltage is well above that unsuitable three or four volts which the old hand-made rotary controllers perpetrated on modellers.

With the model railway in top operating condition, it is time to consider realistic driving of trains. Stations on most model railways are usually fairly close together, often being only a few train lengths apart. Too often, a model train is started, accelerated to top speed, runs most of the distance between stations at that speed, decelerates and grinds to a halt in less scale distance than it would take a prototype train to get anywhere near its full speed. This is a fact of life which must be faced, and a fact which can only be changed by conscientious application of more realistic driving principles. It is not likely that the distance between the stations can be lengthened, although the author was able to increase the distance between two stations on his layout by recessing a hillside and placing a station in a cavernous tunnel. It is not realistic, but the extra distance between the station and the next one warrants the liberty being taken.

If two stations on the layout are already as far apart as space will allow, then the only way to lengthen the time a train takes to run between the two stations is to slow it down. To gain some idea of what you are trying to cope with, try the following idea.

Measure the length of the track between two of your stations, imperial measure or metric, and multiply it by whatever scale ratio you are working in. The correct scale ratios for the six main scales are American O scale 1:48, British O scale 1:43.7, S scale 1:64, OO scale 1:76, HO scale 1:87, TT scale 1:120 and N scale 1:160. Now, find a quiet preferably straight piece of road somewhere and drive that distance, using your vehicle odometer to gauge the distance. Try to drive your car using the same steady acceleration inherent in the motion of a train. Don't go any faster than what the type of train you are simulating would go, and start slowing down at a steady rate to stop at the next 'station'. Do this several times until you feel it has been mastered. You will be literally sensing some of the feelings a train driver would be experiencing running a prototype engine over a distance comparable to that which your model engines are negotiating, and running a model train between stations will probably become more relevant. Interestingly, if you have scaled up the distance accurately, and kept strictly to the correct acceleration, average speed and correct deceleration, then it should take you the same actual time to

drive the distance as it would take your model train to run its trip.

Another way would be to find two suburban stations which have the same distance between them as do your two subject stations. Probably the best way to do this is to scan a street directory and plot the distance between stations shown thereon, using a pair of dividers. Buy a return ticket between the two stations and take a little (or big) ride. Avoid underground stations for this test as it is difficult to judge the distance being travelled while in a tunnel. Similarly, do the test in daylight hours, and try to keep your eyes open the whole time!!! Don't be surprised if it is difficult to find stations close enough to simulate the distance between model stations, and remember that suburban trains, particularly modern ones, have acceleration rates which far outstrip the performance of passenger, goods and mineral trains. Take note of the highest speed experienced between the two relevant close stations, and compare it with that between two stations with a greater distance between them.

With the above experiences under the belt, driving model trains will become more relevant, and if care is taken, model trains will be driven more prototypically.

What is the Temperature?

by Ted Ward

Model railways, particularly model railway track work, are temperature sensitive. Hot weather expands track, sometimes with unhappy results. Most train rooms are subject to change of temperature, sometimes excessive changes, so if it is at all possible, try and locate your layout in a room not subject to much temperature change. The ideal place would probably be in a cellar, which would not be subject to much exposure to atmospheric change of temperature, but, of course, cellars are not very often found under Australian houses.

A wall thermometer, even of the cheap variety, is an interesting accessory to enhance monitoring of train room conditions. There really isn't much which one can do to raise or lower train room temperature, as fans, of course, really only redistribute the air, they don't actually cool it. Curtains and covers can keep the sun off layouts, and thus prevent fading and distortion of plastics and paints. Heaters are expensive to operate full time, and so are most usually used only when somebody is present in the room to feel their warming effect. If a thermometer is put in use, and some record kept of daily temperatures, some idea will be gained of what conditions the layout is being subjected to, particularly if the layout is in an outdoor shed. If it is found that conditions are really too tough for viable operations, a thermometer may give some direction for monitoring train room conditions.

Another useful meteorological tool for the train room is a hygrometer. This little device, sometimes in the form of a 'wet and dry' thermometer will measure the humidity. Excess humidity will cause mildew, mould, corrosion and possible electrical problems.

A thermometer and a hygrometer, even of the cheapest varieties, will prove interesting additions to your train room, and will prove useful for monitoring train room conditions.

The Magical Triangle

by Graeme Nitz

Once upon a time in the mythical land of AITCH-HO was a great wizard, now this wizard had discovered a potent new incantation to help him in the art of electricity. OHM, for that was the wizard's name, had discovered that resistance equals electromotive force multiplied by current. OHM was not a very modest person, and had decided to name this new spell "OHM's LAW". To protect his power, he hid the secrets of OHM's Law in strange words like volts and amps, and in symbols like R and A.

Apart from not being a very modest person, OHM was also a far seeing person who could see that one day there would be throughout the land of AITCH-HO, complex constructions of nickel silver, styrene and other exotic materials which the strange people who built them would call 'model railways'.

OHM was also not adverse to living the high life, and he saw that once these model railways were built, they would need something to power them and he could make some money from this. First of all OHM had to banish his arch enemy spring and his cohorts of the rival art of clockwork.

Having accomplished the demise of the art of clockwork, OHM had to then make it impossible for the average man to understand the art of electricity and therefore have to come running to OHM for help. To do this he created a school to train people that he called 'electrical engineers' and 'technicians' and other mystical names. These people would then go out and weave their magic spells on the 'model railways' and they would magically come to life. The 'model railroaders' would be so happy with this that they would shower tributes on OHM and his minions and they would live happily (not to mention richly) ever after.

This was as OHM would have liked it to be, but it was not to be so, for spring had gone to the Grand Master Wizard and told him of the plans of OHM. The Grand Master Wizard had seen that OHM in his lust for power would one day cast his eye on the Grand Master Wizard's position. To stop this, he used his powers in the art of mathematics and came up with an idea to make OHM's Law understandable to one and all. He called this wonder -

'THE MAGIC TRIANGLE'.

How this happened many years ago and as OHM has foreseen, 'model railways' sprung up all over AITCH-HO, and had even been seen in such countries as OH, TEE-TEE and even tiny ZED. Alas, for the Grand Master Wizard his plan to make the art of electricity available to anyone was thwarted when in the final cataclysmic battle between the wizards they disappeared in an explosion of mathematical symbology and were never seen again. Unfortunately, the 'engineers' and 'technicians' didn't disappear and they proceeded to control the world of the 'model railways'.

Only recently have some papers been found by the Great Archivist that have brought to life 'The Magic Triangle', and he has given them into my hands so that I may spread the word through the secret organisation of the 'model railroaders', the AMRA.

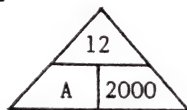


Where R is resistance in ohms

V is voltage

A is current in amps

To use the magic triangle one simply looks for the factor that is wanted and uses the other two to calculate it. For example, to calculate the current through a 2000 ohm resistor when 12 volts is used, simply use the magic triangle thus -



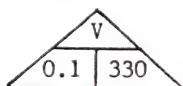
$$\text{OR } I = \frac{12}{2000} = 0.006 \text{ A or } 6 \text{ mA}$$

To find the resistance of a circuit with 15 volts and 2 amps, use the magic triangle thus -



$$\text{OR } R = \frac{15}{2} = 7.5 \text{ ohms}$$

To find the voltage drop across a resistor of 330 ohms with a current of 100 mA, use the magic triangle thus -



$$\text{OR } V = 0.1 \times 330 = 33 \text{ V}$$

Note that the 100 mA has been converted to 0.1 A as the calculations are only correct when amps are used.

The magic triangle is an easy way to remember OHM's law which is the most useful formula for model railways. Next time we will look at the formulas for power.

Using Cyanoacrylate (CA) Adhesives "Superglues"

by Tony Weber

These glues are very useful for all sorts of model railway jobs. They can be used to glue different kinds of materials that other types of adhesives just won't bond, but they still do have their limitations.

Several factors have to be taken into consideration when using CA type glues in order to improve their performance. Firstly, the most important consideration is how they work. The basic principle is that there are lots of small molecules floating around in the liquid mixture in the tube you buy from the shop. These little bundles won't do much until something kicks them into gear (chemists call them catalysts). You may be acquainted with other glues that need hardener to make them set; well the hardener is the catalyst for the chemical reaction that causes the glue to harden. In the case of CA glues, it's not so much what you put in, but what you take out. The reaction is started by the removal of oxygen from the mixture of small molecules in the tube. This makes them join together into long chains which get longer and longer as more oxygen is removed. These chains get tangled up and join to one another to form a very strong compound which is technically a plastic. The small molecules have special groups on them that are greatly attracted to water, so any surface

that has water molecules on its (just about everything, including fingers!) attracts them. When the reaction is going, the long chains will stick to the surface since that's where the little molecules are attached to.

The key to using CA adhesives is to make sure the surfaces that you are trying to glue will match one another fairly closely. The surfaces' texture shouldn't be smooth since the smoothness reduces the places where they will actually touch and so give a weaker bond. If the textures are irregular, there are more chances for the surfaces to nearly touch and so exclude oxygen from the setting reaction. This makes for a stronger bond.

When using CA adhesives on plastic models, care has to be taken since they don't really like styrene and sometimes won't form a proper bond. Modern CA adhesives contain small amounts of styrene type glue to help them stick to plastics better. A technique I use when glueing styrene is to put a bit of styrene glue on first, let the styrene get soft and then use CA glue. One plastic I haven't been able to glue successfully is Delrin. It has an active surface which slows down the glue's setting reaction.

CA glues can be useful for small filling jobs. Just place a small drop on the hole you want to fill, leave it overnight, and in the morning it should have set rock hard ready for filing smooth. The glue still sets in this case because the oxygen slowly escapes from the liquid when out in the open (that's why you always get all the junk around the tip of the tube).

Remember, if you get your fingers stuck together, try very hot water to separate them. Failing that, try your local GP, only remember to remove the plastic loco shell that's stuck to your arm when you were trying to get your fingers apart as the doctor might ask some weird questions.

Electrical Wiring in U.S.A.

by Ted Ward

Readers should not have to be told that it is quite illegal to meddle with 240 volt wiring or equipment. Even wiring a simple three-pin plug is not for amateurs, and the list of fatalities which has resulted from this apparently simple operation bears witness to the wisdom of leaving 240 volt equipment strictly alone. Readers of American publications often read articles on power supplies, etc, which show diagrams of mains wiring, and it is of interest to see how American amateurs can get away with it while we can't. Editorial warnings are being printed in American publications these days warning their readers to take care, but, of course, 240 volt wiring is still and always will be 'off limits' to Aussies. Fatalities have occurred from contact with voltages lower than 240 volts, there being an instance of electrocution occurring at 80 volts, so it is obvious that even the modest 110 volt system of the USA can be fatal. Some time ago, it was proposed by an American modeller to upgrade or raise the track voltage of model trains to 24 volts. The operating advantages of 24 volts are considerable, ranging from less problems with dirty track to the possibility of using lighter gauge wiring to carry the resulting reduced current and the use of smaller motors to do the same work. The pros and cons of the argument raged in the model

press until the final word came explaining that if a modeller was using TWO power packs and the two became connected in series, the resulting 48 volts as too dangerous a potential to have floating around a carelessly wired layout. It would take only one or two electrical fires which started in a model train layout to have our hobby placed under even more electrical ordinances.

According to a letter from JWW published in an old edition of 'Radio and Hobbies' in October 1953, power is actually supplied to American homes at 220 volts, but via a centre tapped earth; it is distributed around the house at 110 volts for the lights and 110 volts for the power. Power is distributed around town at 2200 volts with a step-down transformer for every few consumers. JWW went on to praise some of the other benefits of this electrical system, one of them being that with no earth wire in the system, it is impossible for an amateur to wire the active wire to the wrong pin of the plug and so electrify the appliance. However, as well as preventing electrical shocks to the user, an earth wire can divert stray voltage straight to earth, blowing a fuse and immediately stopping the flow of current. This could very well preclude an electrical fire starting, which would occur with an internal short circuit in a piece of American equipment.

Advice from a Desk Calendar

by Ted Ward

Mention has been made in these pages before about how an active modeller is always looking for some new material or some new process which can be put to use for modelling purposes. Sometimes a new product appears on the market intended, say, for domestic use, but which can find some use on the layout. For example, the size and shape of food and beverage containers is always changing, and it is sometimes as great a discovery to find the new soup cans make great water tanks, or the new lids on toothpaste tubes make G scale buckets. Improvisation is usually the creation of something from available materials without undue preparation, and indeed, it is the delight of creating something out of nothing rather than opening a box and tipping out all the necessary bits on the table that sometimes inspires a little model which becomes one's favourite. After one has been in the hobby a while, and practised the art of looking at everything for its possibilities as a model, it is found that everything has TWO scales, 1:1 and 1:whatever you model in. This process can carry on through life in its every facet. Even a turn of phrase such as 'leading a model existence', 'scaling down the operation', or even Santa Claus' annual 'HO, HO, HO' can have modelling connotations.

Desk calendars usually bear a different motto for each day of the week, and it is with a modeller's curiosity that each new motto is scanned. What is probably only another motto to some wretched non-modeller can have boundless significance to those of us with the insight and enhanced perception which modellers develop. Such a meaningful motto, attributed to Harold MacMillan (1894-1986) was recently seen, and it read - "Tradition does not mean the living are dead, it means the dead are living". What this means to a modeller is that any time in railway history can be recreated in model form,

so bringing back to 'life' the people, times, events, life-style and every little detail of some far off or long forgotten time. The traditions and customs can be replicated to whatever degree desired, so that once again, the 'dead are living'.

What Use are Art Shows to Railway Modellers ?

by Ted Ward

Most communities have annual shows of amateur art, all sorts of talent using all sorts of artistic mediums such as oils, acrylics, pastels, pencils, etc, to display work by good local artists. Most work on show has been accomplished since the last year's exhibition, and accordingly show what artistic materials are available at the local art shop and what techniques are currently popular.

Artist's oils and other materials are useful to the modeller for painting structures and scenery. It is here that a visit to the Landscape Section of the show (or local art gallery) could demonstrate the way to doing better backgrounds to scenery and backing sheets. Commercially available backgrounds or backing sheets have a familiarity about them which make them 'kind of recognisable' on somebody else's layout, but a little work with an artist's brush can change the more recognisable and distinct features, particularly if the modeller adds some local colour. Holy Toledo, Batman, that sign on the GOTHAM HOTEL on the Walther's background sheet could be easily altered to something more Australian.

One other reason to visit the local annual art show is along the lines of cross-subsidisation, and, hopefully, some of the artists will visit the annual model railway show to see if they can pick the brains of railway modellers and learn a few more scenery and landscaping tricks.

Contact Wanted

AMRA Journal

Dear Mr Harry

I saw the show schedule in January issue of MRR. Just a thought: do you know of anyone who may be interested in starting an import/export business with the US? Please write or have him write and let me know.

I am looking at a small part time exchange, something to help pay for our hobby 'model railroading'.

If there is someone thinking about setting up a small business selling US model railroad supplies in one of the many small towns you have and would like a US connection, write. I have never tried this before, but I would like to give it a go.

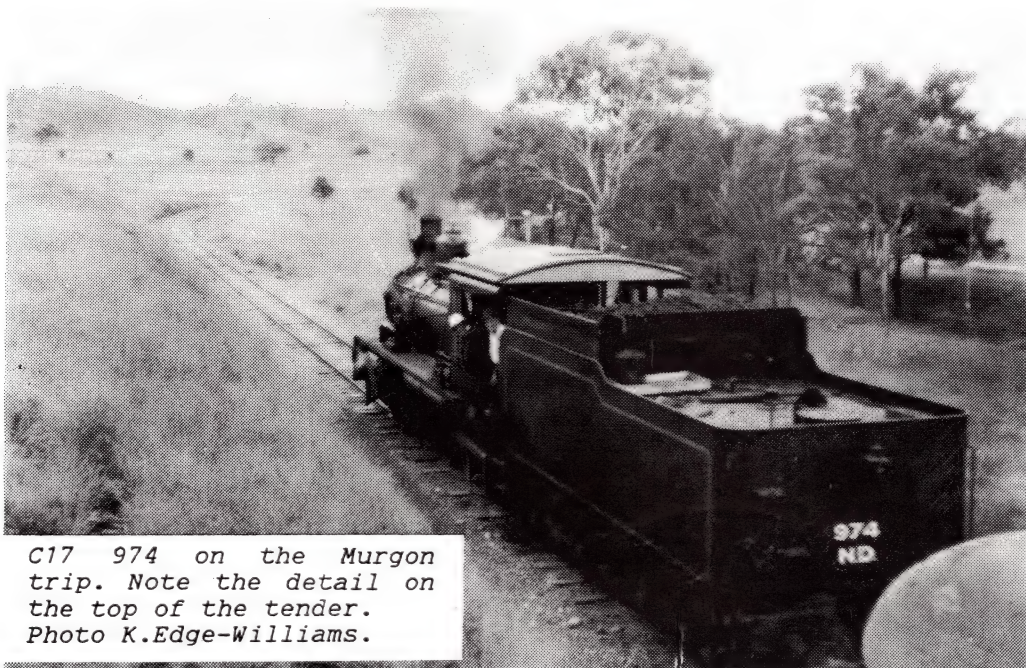
Sincerely
Richard W Hein
2201 Roth Road
EDGEWOOD, Md 21040



Every Saturday at 2.45pm the activities at the Clubrooms in Queensland's South Brisbane station come to a complete stop when the Sydney Limited goes past the front door, today being led by 8050. Just one of the few benefits of the new clubrooms locations on the platform of South Brisbane station.



Dead and Gone but maybe to live again. Mt Morgan railway station. Closed due to lack of business. Photo by Ken Edge-Williams.



C17 974 on the Murgon trip. Note the detail on the top of the tender. Photo K.Edge-Williams.

Freight Operations Using Dice

by Steve Chapman

If you want to operate your model railway in a realistic manner, then each move made by a train (I include long locomotives) must have an apparent reason for each move that it makes. Train movements can be broken down into a number of categories in order to determine what sort of movements would be required; these include (but are not limited to) -

- 1 through passenger (not stopping);
- 2 through freight (not stopping);
- 3 stopping passenger;
- 4 terminating passenger;
- 5 local freight;
- 6 locomotive movements.

The problem is deciding what movements to make so as to make each of these trains appear to make realistic movements while on show on the layout. Through passenger and freight trains which do not stop are not really a problem in that they leave the fiddle yard (or whatever), pass straight through the station without stopping, and disappear from sight again (to hopefully appear again later travelling in the opposite direction).

Stopping passenger trains are not much more difficult than the non-stopping variety. All that happens in this case is that the train slows as it approaches the station, stops at the appropriate signal (which would normally put the train next to the platform - but not necessarily), and then after a suitable pause (during which time the signal should be cleared if it wasn't already), sets back off on its way.

Terminating passenger trains involve more train movements (including, in most cases, locomotive movements). At the very least (unless the train is a multiple unit or a push-pull), the locomotive must be uncoupled and either another locomotive coupled to the other end or the original locomotive must be run around the train. Additional moves can be made by taking the locomotive to the coaling stage to take on coal, placing the locomotive 'on shed' and replacing it with another locomotive, or a variety of other locomotive movements which can be determined to suit the circumstances.

Locomotive movements are relatively easy to work out. All you have to do in this case is come up with a plausible reason for shifting a locomotive from point A to point B. Perhaps the number of locomotives passing through the station in one direction is not balanced by movements in the opposite direction and a light engine movement is required to balance it out, and there are, of course, the movements associated with the terminating passenger train.

None of the above train movements is difficult to work when someone makes an effort to plan realistic movements. The type of train movement which gives the most part of the trouble is the local freight train. Local freight trains are broken up and reformed or at least drop off and pick up wagons at goods yards along the way. How can we realistically decide how these trains are to be operated.

Again we can break the problem down into a number of different parts which can be considered separately.

- 1 Allocating purposes to each of the wagons on the layout.
- 2 Deciding traffic frequencies for various types of freight.
- 3 Deciding which sidings at a station are to serve what purpose.

4 Deciding which wagons are to be included in which train as it approaches the station.

5 Deciding which wagons are to be dropped by the train at the station.

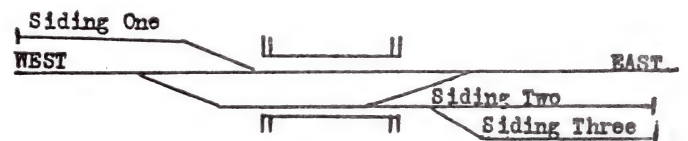
6 Deciding which wagons at the station are to be picked up by the train.

7 Deciding where in the train that wagons which have been picked up are to be put.

Again some of these things are easier to determine than others. Each of the wagons on the layout will be of a particular type (e.g. flat wagon, open wagon, van, tanker) and will have one or more obvious uses to which it could be put. These uses can be listed.

Each use to which a wagon can be put can be assigned a frequency (e.g. one a day, 50 a day, once a month, rarely), simply by looking at the type of service that you intend to model. This can either be based on the type of services run by the railway company on which your model is based or can be worked out to suit the rolling stock available.

Deciding which siding is to serve what purpose will possibly have been worked out when the layout was planned. If it wasn't then, perhaps it will be obvious because of having a particular industry next to it. If neither of these cases apply, then you might need to think about it for a while before deciding what various sidings are to be used for.



Having determined these things, a card for each wagon can be produced listing each of the siding locations at each of the stations at which the particular wagon could be expected to be found (and lightly in pencil the percentage chance of finding the wagon there can be indicated).

EXAMPLE

Wagon Identification

Movement Frequency Number

BUSHELLS INSTANT COFFEE WAGON				3
Siding One	1			
Siding Two	2			
Siding Three	3			
1 EAST	Fiddle Yard	4,5,6	WEST	1
2				2
3				3
4				4
5				5
6				6

Siding Identification

Location Dice throw values
(or percentage numbers)

Paperclip identifying
current wagon location

Deciding which wagons are to be included in which trains can be determined if movement frequencies can be determined for each wagon. This is determined from the traffic frequencies and could be indicated by ranking the wagons by placing a number between one and six in the top right hand corner of its card (where six indicates

frequent movement and one indicates infrequent movement). The wagons to make up a particular train can then be determined by first deciding how long the train is to be. Then stack the cards for all of the available wagons in a pile and get out your dice. Throw one and count down the pile of cards the number indicated, placing the cards removed at the bottom of the pile. If the number thrown was not greater than the number in the top right hand corner of the card, then the wagon to which the card belongs should be included in the train. Repeat until sufficient wagons have been selected to make up a train of the desired length. This method will give a train of semi-randomly selected wagons (allowing for their determined frequency of operation) and will avoid having all local freights look exactly the same.

Deciding which wagons are to be dropped off at the station is where the list of siding locations on the card comes in (one of the options - and perhaps the one with the greatest individual frequency - should be that the wagon goes straight through). Based on the percentage frequencies shown, numbers between one and six (or perhaps double numbers - 11, 12, 13, 14, 15, 16, 21, 22, 23, 24...56, 66) can be listed next to the options such that all combinations are listed and the percentage chance of a particular option coming up is approximately what was originally determined.

An alternative to this is to use percentage dice. (Percentage dice are two 20 sided dice with the numbers one to ten occurring twice on each. The two dice are different colours so that one can be identified as the tens die and the other as the ones die.) Work out percentage numbers for each line by summing all of the percentages above each number and adding the sum, thus obtained to it (e.g. option 1 = 5%, option 2 = 7%, then option 1 has percentage number 6 and option 2 has percentage number 12).

One or two dice can then be thrown and the appropriate location for each individual wagon in the train can be determined (in the case of using percentage dice by finding the first option whose percentage number is not less than the percentage thrown). So now we have semi-randomly generated information regarding the destination of each wagon within our local freight train. The train can be shunted when it arrives at the station so as to get the wagons to the specified locations. The destination of each wagon can be kept track of on the card by placing a paper clip next to the selected entry.

This has handled the arrival side of the freight operation and leaves us now only with the task of having to determine the departure side of things.

So next to decide which wagons are to be picked up by this train while it is in the station. This can be done by determining firstly how many wagons are to be picked up. This might be the same number as was dropped off, a number randomly selected by a dice throw, or might possibly be based on how long wagons have been sitting at the station. If a specific number of wagons is to be picked up, then the same selection method as was used to determine what wagons went to make up the train in the first place can be used (but this time using the cards belonging to the wagons currently at the station - either including or excluding the ones just dropped off).

The only thing left to be determined is where in the train that the wagons being picked up are to be put. This can be determined by a number of methods. The simplest method is to put all of the wagons picked up at the front or rear of

the train (with the supposition that they will be shunted at a subsequent station). Alternatively, if the station has a sufficiently large goods yard to allow shunting relatively easily (or if you want to add more shunting moves), then throw dice for each wagon being picked up (you must also have done this originally for each wagon which is in the original train and is passing straight through) to determine how far down the line that the next destination for the wagon is and to shunt the wagons so that all of the wagons for the same destination are together. It doesn't matter whether you shunt all of the ones to the back of the train and all of the sixes to the front, or whether you do it the other way around.

This takes care of almost everything. If you have a terminus to fiddle yard layout, then there is no problem as all wagons in the train should have destinations at the station. A brand new freight train can then be put together to run in the reverse direction. If you have a through station though, the above method of generating freight movements will feed trains into the fiddle yard from both directions.

The direction from which each wagon entered the fiddle yard needs to be kept track of so that you know which wagons are available to make up trains to run in each direction. The idea is that any rolling stock that entered the fiddle yard from one end should depart from the same end. (There are exceptions to this if using one item of rolling stock to represent more than one, or more than one to represent the same one for loaded and unloaded versions.)

If local freights in each direction are evenly balanced, then there should normally be no problem with all of the freight stock accumulating at one end. If a greater than average number of wagons finds its way to one end, then there is still a relatively simple solution. The solution is to include a number of optional through freights when setting up your timetable. Now before too much stock accumulates at one end, an optional train can be run which transfers the surplus wagons back to the other end of the line.

So there you have it, a method of operating your local freight trains which looks realistic, is relatively simple and cheap to run, and which adds enormously to the operational interest of the layout.

And for those of you sufficiently rich to be able to afford a computer, a computer program to carry out the above should not be very difficult to write (and if enough people are interested, I might write one).

Blu-Tack

by Tim Dunlop

A useful item to have around your model railway is 'Blu-Tack', as, apart from the manufacturer's intended use, its use is only limited by your imagination.

On the Happy Valley RR (Southern Division), I have used this material with success in a number of situations, you may well find others.

When placed in the slot of a screw, a small quantity of Blu-Tack is very good to hold the screw on the end of the screwdriver until you get the screw started; similarly, a small quantity round the point of a nail will hold it in position long enough for you to get in the first whack with the hammer.

A Kaydee Uncoupler Gluing Jig is recommended

for use in the installation of Kaydee permanent magnet uncouplers, and the instructions read 'the object is to embed magnet in glue, which when hardened, will securely anchor and support it where it is held at recommended height in jig while glue is setting'.

Too bad if you made a mistake in the initial selection of the position of the uncoupler. However, if you place a couple of small lumps of Blu-Tack (rolled to a cylindrical shape to fit between the sleepers) at each end of the uncoupler, you will find that you can readily remove the uncoupler and place it in a better position. When you are satisfied that the uncoupler appears to be in the ideal position. I have had uncouplers in the East Marshalling Yard that have been Blu-Tack fastened for years.

If, like me, you weight your rolling stock to increase its performance, Blu-Tack is very handy in fastening odd pieces of weight, lead or otherwise, so that it does not rattle around. I should add that my freight stock is predominantly long wheel-base, four-wheelers, and I weight each item to 57 grams (2 oz), with sheet lead cut to size.

Assembly of plastic kits, or parts, is facilitated by using appropriately sized, and placed, bits of Blu-Tack to hold the various parts at right angles, upright or whatever, until the adhesive sets - "Look, Mum, no hands!!".

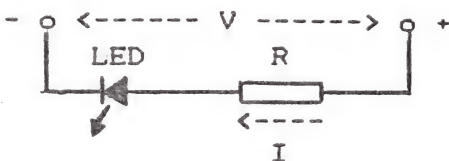
Using Light Emitting Diodes Part 1

by Graeme Nitz

The majority of modellers will know what a light emitting diode (LED) is, but for those that don't, it is a solid state lamp that glows when a small current is passed through it. The solid state means it is a solid lump of plastic with a bit of electronics embedded in it, being solid state it doesn't have a delicate filament to break and their life is indefinite compared to a globe. The other big advantage is that LEDs are cold when they are on.

LEDs come in four basic colours - red, yellow, amber and green. Blue is also available, but the last I heard was that they were in the \$100 range. Some LEDs are cast in the colour that they will emit and others have a clear casing. There are many and varied types available from the 'standard' 5 mm and 3 mm round cases to 20 mm diameter super jumbos (Tandy No 276-064 \$6.95, which is actually six LEDs in the one case). Then there are flashing LEDs, LEDs with built-in resistors, special shaped LEDs (square, triangular, rectangular, etc) and bi-colour LEDs.

The one minor disadvantage that LEDs have is that the majority of them only operate on 1.7 V. This means that you need to use a resistor in series with the diode. The formula in figure 1 is used to find the value resistor you need for the voltage you are using. The current for most LEDs is usually less than 30 mA (mA is milli-amp or 1/1000 of an ampere), and a general rule is to use 20 mA. If you aren't sure, check the manufacturer's specifications.



$$R = (E - 1.7) \times \frac{1000}{I}$$

Where R is resistance in ohms
E is supply voltage (d.c.)
I is current in mA

Figure 1

Using this formula, we find that we come up with a resistance of 515 ohms for a supply voltage of 12 V. Resistors come in specific values known as preferred values, and 515 ohms is not one of them, so we just go up to the next preferred value which is 560 ohms. Figure 2 is a list of common voltages, its preferred value and wattage and the formula for working out the wattage of the resistor.

5 V	180 ohms	$\frac{1}{4}$ watt
6 V	220 ohms	$\frac{1}{4}$ watt
12 V	560 ohms	$\frac{1}{4}$ watt
24 V	1200 ohms	$\frac{1}{2}$ watt
50 V	2700 ohms	1 watt

$$P = E \times I$$

Where P is power in watts
E is supply voltage (d.c.)
I is current in amps

Figure 2

To use an LED for mains voltage (240 V a.c.), use the circuit shown in figure 3. Remember when you are working with mains to be very careful, and if you are not sure, don't touch.

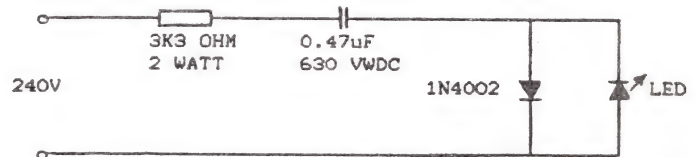


Figure 3

In part 2 we will look at some practical uses for LEDs.

A Handy Paint Container

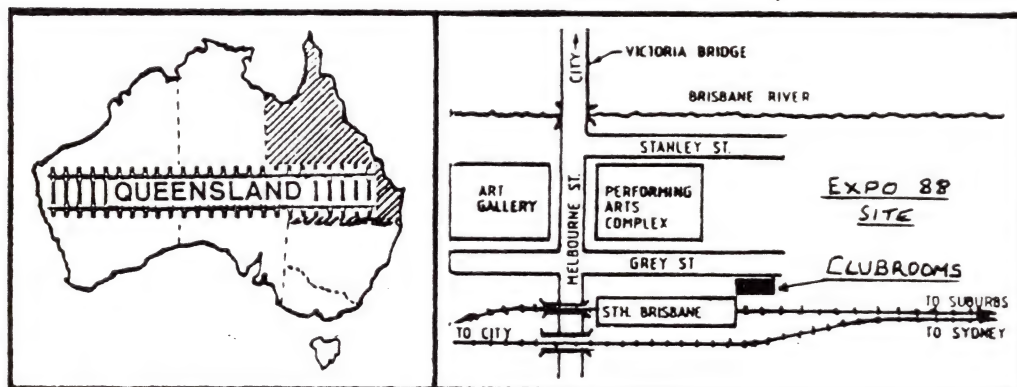
by Ted Ward

The screw-off cap on a lot of alcoholic spirit bottles these days is a light gauge aluminium cap about one nip in size. It is approximately 30 mm in diameter and about 28 mm deep. As such, it is a handy sized container when small amounts of paint, glue, or other liquid are required around the layout. It is useful when small quantities of glue are required on a repetitive basis and is easier to manipulate than a larger container. It is also easier to use than tubes of cement or glue, as a little can be squeezed out into the cap and applied by brush. Incidentally, some of the less expensive brands of alcoholic beverages are cheaper than turpentine, but taste just as good. They have these useful caps, so the bottles can be purchased and the contents used for cleaning brushes and paint spots. An additional use for the contents could be fuelling spirit-fired live steam locomotives, or running lawn mowers.

STATE



NEWS



THE GREEN BOARD

President's Piece

By the time you receive this issue of Journal, plans for the new Club layout will have been completed, our old exhibition layout will have been disposed of and hopefully work will have commenced on the benchwork of the new layout. Possibly the only hold-up will be the Clubroom floor. At the moment, it is looking pretty 'grotty' and will need stripping and resealing. It's pointless starting the new layout without doing something about the floor first, but with a bit of luck, that will have been fixed up too. With the commencement of the new layout, it gives every member the opportunity to take part in its construction, after all, how many of us have dreamed of building a super large layout, but not had the space or money? Well, here is your chance to bring that dream to a reality without worrying about space or the outlay of a single cent. Now that EXPO is out of the way, there are no parking problems, and, of course, there is a regular electric train service right to the Clubroom. If you are early enough, it is possible to park right at the very front door of the Clubroom. If that area is full, then there is plenty of space alongside the old Clubroom in front of the station.

On Saturday evening 22 January 1989, the Family get-together was held, and about 30 members, wives and children attended. It was a very pleasant evening; the ladies did a fine job providing the evening meal and the kids enjoyed running the layout. Brent and Craig Hayes have met their match for the fastest train on the layout. Usually nothing can catch their XPT, but on this evening, Peter Dashua brought in an Athearn rubber band drive RDC (rail diesel car), and operated by Peter's son Damien, it just left the XPT behind. It was incredible how much speed the RDC was capable of, but all in all, it was a great evening enjoyed by all who attended.

Now to the coming Model Railway Show. As you read this, the show will be only a few weeks (or days) away, and WE DO NEED YOUR HELP. This year's show is building up to be a big one. Judging by input so far, and, hopefully, without EXPO for competition this year, we will be able to attract former 'pre-EXPO' crowds back again. Note: Last year with EXPO being the big attraction, television coverage of the model show was simply not available, and thus the show lacked TV exposure. This year, the AMRA will have only the new Information Stand and Suggit's Siding, which is a shunting module, to represent the Branch

as, of course, the famous old display layout will be no more. Most years we have trouble finding enough people to do all the jobs during the show that have to be done, so once again, I'm appealing to ALL Branch members to put in a bit of time at the show. Even if it's only a couple of hours, WE REALLY DO NEED YOUR HELP, especially Sunday and Monday. When you stop and think about it, this is probably the only time through the year that we ask for your help or physical presence, and it is the Model Railway Show that pays for the activities of the Branch.

Finally, with the construction of the new AMRA Information Stand, we will be looking for models to display in the display case. The models don't have to be of QR outline, they can be whatever you model. What we are trying to do is to show potential members that we are a very diverse club and that no matter what they model, they will be welcome. So, if you have that special loco or piece of rolling stock, something with a bit of super-detailing or may be a special paint scheme, let's hear from you.

That's about it from me for this issue. Don't forget the Model Railway Show, May Day weekend 1989.

Good Modelling.

Bob Mawson

Christmas Picnic

On a suggestion from Chris Malone, an outing to the ANGRMS Museum site at Woodford was organised for the first Saturday in December 1988. Chris promised an interesting visit, especially now that their Bundy Fowler No 5 0-6-2T steam locomotive was operational after retubing and overhaul.

The day turned out to be warm and sunny despite showers being predicted. Members started arriving about 11.30 am, about the same time the train operations commenced. The ANGRMS has about 1 km of 2' track laid in the direction of Wamuran on the old QR Kilcoy Branch formation. Wagons in use behind No 5 was a four-wheel (grovers bogies) open wagon from the Port Douglas area tramway and an ex QR Railcar trailer (PL111) fitted with 2' gauge bogies.

After a few rides before lunch, members set up for lunch; the numerous pine trees on site giving plenty of shade, as well as fuel (pine

cones) for the BBQ and the locomotive. More members arrived during the day, the total being about 30. Chris gave everyone interested a guided tour of the site and the rolling stock and the information given about a wide variety of rolling stock was interesting to say the least.

More rides after lunch featured special photo-stops for those with cameras; these proving most popular and successful. Later in the day other ANGRMS members ran a Malcolm Moore 0-4-0 petrol locomotive built for the Australian Army in WW2 which, in an advanced stage of restoration, worked very well. It has a Canadian built Ford V8 engine with normal four-speed forward/reverse gearbox, followed by another forward/reverse gearbox to allow the four speeds to be used in both directions. Interestingly, if both gearboxes are put in reverse, the loco goes forward. This loco has a good turn of speed (50 mph) and I know one On2 model that will have to be repowered so that it will go a faster scale speed. The boys at the Museum plan to finish this loco in Army Livery.

All in all, a very enjoyable and interesting day.

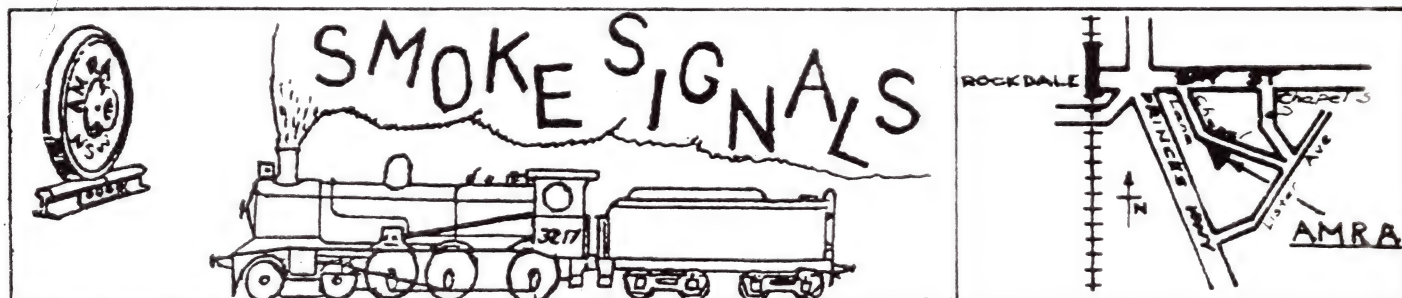
Timetable

APRIL

1	Sat	Layout construction
12	Wed	Exhibitors' meeting at the Clubrooms
13	Thur	Workshop night - loco repair and maintenance
15	Sat	Layout construction and Show preparation
27	Thur	Show set-up at RNA Showgrounds
29	Sat) Model Railway Show
30	Sun	

MAY

1	Mon	Model Railway Show
6	Sat	Get together
11	Thur	Layout construction
20	Sat	Layout construction
25	Thur	General Meeting - 7.45 pm
		Bruce Hoppit talks on a variety of subjects, including super detailing NSW rolling stock



From the President

Greetings to all fellow members of AMRA. The holiday season is now past, and after a period of layout operating sessions over the late December-January period, the Branch is now enjoying a more varied program.

So far this month (February), we have enjoyed a slide night with slides of the last day of the RTM at Enfield and the first weekend at Thirlmere. Two videos of the Flying Scotsman in Australia were also shown. We have welcomed members of SCMRA to a joint clinic on basic electronics and transistorised controllers, and look forward to a scenery clinic to be presented by Ted, Kay and Robert Flowers on Saturday 18 February. Friday 24 February will be a video night and Saturday 4 March will be our quarterly auction. I think you will agree there is quite a variety of activities in this period.

Layout operation on the new permanent HO layout is proving very popular and operation of the layout is improving all the time as various refinements are added. A big thank you to Norm Read, Ralph Wambeek and all the others who are working on the layout.

Thanks to Bert Hetherington and his Wednesday group helpers, we now have at last a very fine and large book case for our Library and Denise Tyson now has somewhere to put the vast number of magazines and books she has been sorting. Sincere thanks to Bert and Denise for their efforts.

Your Management Committee has spent considerable time preparing a draft Constitution for presentation to members prior to incorporation of the Branch under the Associations Incorporation Act. I expect that by the time you receive this

copy of Smoke Signals, you will have already received your copy of that draft and forwarded to the Secretary any comments for the Committee to consider before presenting the amended Constitution for approval by the members. Your Committee would like to be able to have the amended Constitution approved before the next Annual General Meeting, which, as you will see on the program, is set down for Saturday 6 May, but time may not permit. I would express to David Bennett the appreciation of the Committee for his work in preparing the draft Constitution on his word processor.

It has been very pleasing to have several new members attending the Clubrooms in recent weeks, and I extend to them a very warm welcome. I trust they will enjoy their participation in the Branch activities, for model railways should be fun.

Don't forget the Branch Annual General Meeting on Saturday 6 May. Come along and have your say in the running of the Branch, and the election of your Management Committee for the next 15 months.

Bob Wardrop

NSW Branch AGM

Saturday 6 May, 2 pm

By the time you are reading this, we will be well into 1989 and the Branch AGM will not be far off.

We want to encourage as many members as possible to attend the AGM. If you want to participate in AMRA NSW and influence the progress it makes, the direction it takes, then this is the

most important meeting of the year to attend. Plan now to attend the meeting. Make an entry in your diary, or whatever.

Carefully consider nominations for the Committee - we need capable people who have the best interests of AMRA at heart. Vote for the candidate of your choice, but think and consider before you do so. Do you think the nominee will be an asset to the Committee? Do you think that candidate is actually capable of carrying out the duties of office? Consider this, but most importantly come to the meeting!

Jack Parker

Transistorised Controllers

AMRA/SCMRA COMBINED CLINIC

11 February 1989

The combined clinic on the characteristics and selection of transistorised controllers was held at Rockdale on Saturday 11 February. President Bob Wardrop gave a most informative theoretical description, followed by a practical demonstration, of transistorised controllers ranging from simple one transistor circuits, SCR circuits, the development of Darlington pair type circuits and finally the evolution of the throttle and the controllers for the new HO layout.

Bob prefaced his description of the controllers with some elementary details on OHM's law, diodes, zener diodes, LEDs, transistors and silicon controlled rectifiers. The triangle type illustration of OHM's law, i.e.



* A = Amps
V = Volts
R = Ohms

and the relationship of the diode equivalent of transistor voltage/current characteristics was very well received.

A surprising comparison was that of the use of car lamps of 21 and 36 watts against a one ohm resistor and a transistor as an overload protector with an LED indicator. The voltage loss curves for the car lamps as an overload protector were quite surprising to many of us who have used them as a matter of tradition for many years. In addition, the relative costs and space requirements for the small hand held throttles favoured the LED type overload indicator. Mention was made of other uses of the LED, such as a relative voltage indicator, and examples of the possible uses of an LED with a built-in flasher were given. (For those of us who are concerned with relative costs: a 3 mm red LED, a DS548 transistor plus a 560R $\frac{1}{2}$ watt and a 1R 10 watt resistor are available for less than \$1.50, while those 18 to 36 watt car lamps retail at several dollars each from local garages.)

Other aspects, such as the heating effect (A'R)* of half wave outputs and those spike-like outputs from SCRs were explained, and the SCR was subsequently illustrated on a cathode ray oscilloscope. The need to provide for variable minimum and maximum voltages to accommodate the wide range of motors in use was also discussed.

A particular feature of Bob's presentation was the use of an overhead projector to illustrate how additional features could be added to a basic circuit, e.g. overload protection using a car lamp, or a resistor and transistor, LED maximum

and minimum voltage outputs, momentum and braking. The members fully appreciated Bob's assurance that all features are relatively simple additions to the basic circuit and that when treated as such are not nearly so daunting as may appear initially. At that stage Bob expressed appreciation for the contribution made in the preparation of circuit drawings over the years by the resident draftsman, David Bennett.

A detailed description of the throttles and the hand-held controllers which have been adapted and evolved for the new HO layout followed with a wry comment on the need to replace two push-buttons with a spring-loaded centre off double throw switch on the hand-held controllers - made against several background sotto voce comments on the need to develop idiot-proof equipment. The hand-held controllers include: a power on indicator, and controls for Run, Brake and Emergency Stop. Future circuits to combine interlocking with signals and switching were also mentioned.

Bob then showed examples of books which had been published on the various aspects of the clinic and made available copies of the various circuits along with a number of catalogues which had been donated by some electronic enthusiasts know as Richard.... There was intense fascination with the oscilloscope demonstration and quite suddenly the clock read close to 1800 EST - it was time to close. The applause was loud and extended, and clearly the feedback from Bob's presentation was and will be most rewarding, and the 40 or so members who attended were well satisfied and informed.

We must not forget those other pleasures of the afternoon tea break provided by the Ladies Auxiliary, but the impression was that however much enjoyed, it was the briefest experienced for some time.

Well done, Bob. That's an example of what railway modelling is all about. A final thought is that the features of the clinic would make a nice article, or a series of articles in Journal.

Tom Parkes

Layout Report

THE HO LAYOUT

One side issue of the Combined Club Clinic was the tidying up of the layout room. A new double-sided cupboard has been placed under the peninsula, and hopefully all tools and materials will be kept in same and not spread-eagled everywhere else. It all clears the way for some layout designing to be done in this area.

After the scenery clinics by the Flower family we may have a few offers to do some scenery work on the layout (bridges and buildings).

Norm Read

N SCALE REPORT

Blue skies, smiling at me - well, dark green, anyway. The masonite sky, rescued from an obscure fate as an old chalk board, is at last starting to wind its way from Bennett station, in the mountains to Killham terminus. Soon it will extend around the peninsula to end in a prominent volcanic outcrop behind Cooper's Crossing passing loop (this area has suffered a name change since the report to the Commissioner in the last issue).

The entire yards for Wallamundra have been established and in all respects bears a striking

resemblance to the original, Wallerawang. This area is still devoid of any aesthetic embellishment, unlike the surrounds of Bownen. Ever seen a hill bloom?

There has, since the last issue, been discovered an anomaly in that report therein. The 'signalling' at Bennett is only the infrastructure for the control of such. This is in the form of a cosmetically appealing brown panel, executed by the station's namesake in a smooth satin finish.

The man every body calls Kneel has been doing just that, under the baseboard. Thus the Bownen wiring has been proceeding apace, whatever that means.

Ashes to ashes, dust to masonite - yes, the front profile board is now in place from Bownen to Bennett. But luckily this is not threatening to look like too much progress is being made. It will be some time before the board winds its way around the entire layout as there is much installation of panels, wires, point motors, etc.

This brings us up to date, wherever Date is.

Glenn Watson
N Scale Supervisor

TESTING AND DRIVER TRAINING DAY Saturday 1 April

To achieve satisfactory operation on a layout, it is necessary for certain parts to be in harmony, mainly the track work and the rolling stock. Great care can be taken with laying track, but trouble spots can crop up and be the cause of derailments. A persistent derailing position should be investigated and remedied.

The same goes for rolling stock that derails repeatedly. It should have the back to back measurements of the wheel sets checked. The flexibility and operation of the bogies and action or interaction of couplers should also be checked. Do the uncoupling pins clear the track? Some rolling stock does need weighting. Careless operation of controllers can also cause problems.

These are some of the things we hope to make a start on at the 'Testing and driver operation day' with the aim of eliminating some of the problems occurring during running sessions.

Norm Read

VISIT TO JOHN GREEN'S 5" LIVE STEAM LAYOUT AT YARRAMUNDI Saturday 23 April

John Green has invited our members to again visit his extensive live steam layout and to enjoy a BBQ in very pleasant surroundings.

To reach John's place, cross the Nepean River at Agnes Banks from Castlereagh Road and proceed along Hawkesbury Road past the YMCA camp site. Watch out for a sign on the right hand side of the road.

The day's activities will commence at 10 am. Don't forget to bring your BBQ fare. Hot plates and boiling water will be available.

N in '89 Convention

The Australian N Scale Convention will be held at the Merrylands Army Depot located at the corner of Woodville and Merrylands Roads, Merrylands. It will take place over the two days of the weekend dated 20 and 21 May 1989. A registration fee of \$10 is payable before 31 March 1989. Late registration is possible at \$15.

The Convention is planned as a purely N scale activity with the aim of furthering the knowledge of the participants and introducing modellers to others with similar problems (or solutions!). An N-TRACK exhibit and an open modelling competition are planned at this independent Convention. Some registration forms are available at the Clubrooms on the notice board.

Registration and enquiries should be addressed to the following:

N in '89 Convention
10 Smiths Avenue
CABRAMATTA NSW 2166

Telephone: (02) 602 0716

Program

APRIL

- | | | |
|----|-----|--|
| 1 | Sat | Driver Training on New Layout
Checking of members' equipment for reliable running |
| 14 | Fri | Members' videos |
| 15 | Sat | Layout operation - non-Australian prototype |
| 23 | Sun | Visit to John Green's Live Steam Layout, Yarramundi and BBQ |
| 28 | Fri | Layout operation |

MAY

- | | | |
|----|-----|-----------------------------------|
| 6 | Sat | NSW Branch Annual General Meeting |
| 12 | Fri | Layout operation |
| 20 | Sat | Layout operation |
| 20 | Sat |) N Scale Convention |
| 21 | Sun |) Merrylands Army Depot |
| 26 | Fri | Video night |

JUNE

- | | | |
|----|-----|------------------|
| 3 | Sat | Auction |
| 9 | Fri | Layout operation |
| 17 | Sat | <u>OPEN DAY</u> |
| 23 | Fri | Slide Night |

Meetings at Clubrooms, Chapel Lane, Rockdale, are held on -

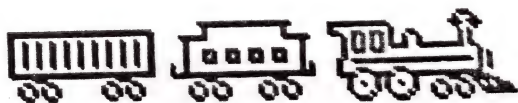
1st and 3rd Saturdays
and
2nd and 4th Fridays

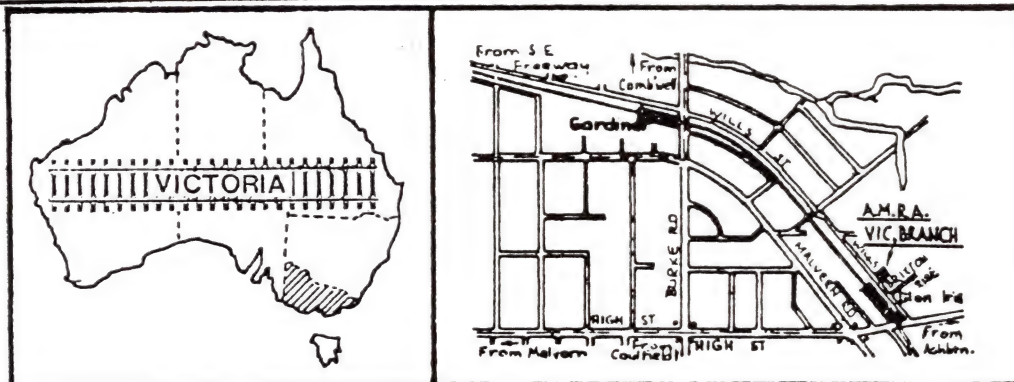
Meetings, unless otherwise specified are -
Fridays 7.30 - 11 pm
Saturdays 2 - 5.30 pm

Note: AMRA (NSW) Clubrooms telephone number is 59 1899.

All correspondence regarding NSW Branch matters should be addressed to -

The Secretary
AMRA NSW Branch
PO Box 194
ROCKDALE 2216





President's Piece

Well Possums, the Camberwell Exhibition for this year is now over, and in the next few months I would ask all those involved with the Exhibition (this includes Committee) to think seriously about future exhibitions. For instance, what would you like to see in the 1990 Exhibition? Are we still offering the paying public value for money? For example, should we have some simple layouts in the 2 m x 1.5 m size? Do we offer these simple layouts for sale with the hope that it will get some youngster into the hobby? If you do have some ideas, or if you have some concerns about our direction with Camberwell, please let your Committee know, preferably in writing, it can be then fully discussed at the next COM meeting.

One of our more senior and respected members was concerned enough to write to me on the matter, and I thank him for his time and effort in this regard. He felt that we were not doing as good a job with the Exhibition as we should. His letter was fully discussed by both the COM and the Exhibition Committee and it was moved that the concerns as highlighted in his letter should be brought to the attention of the members at the next meeting (February), and that they be asked to give their comments. I am pleased to report that the contents of the letter was discussed and the outcome was that most members expressed satisfaction with the efforts of the present (Exhibition) Committee; however, there was a view that some points raised in the letter should be looked at further. They were as follows:

- 1 The duration of the Exhibition - should it be reduced to three days from the present four.
- 2 Opening and closing times - should they be reduced. Suggestion was 9.30 am to 5.30 pm each day.
- 3 The Branch to look at the idea of having a small, simple layout that would show the public how it's done.
- 4 The Branch is to continue to look for alternative venues for the future.
- 5 The method of layout selection for the Exhibition to be reappraised. A set of guidelines to be made available to those offering layouts for future exhibitions.
- 6 Have a display of scenery building, tree making, etc, to show the public how it is done.

These points will be discussed at the next Exhibition Committee meeting on Thursday 6 April, and decisions made will be relayed back to the members at the April Social Meeting.

In my previous notes in Journal, a small error crept in; did you spot it? Yes, QGR has a gauge of 1067 mm, or 1.067 m, not 1067 cm as shown. Interesting though isn't it. I remember when metrics were first introduced. The outcry. It will ruin the Nation! Why use this silly French system when we have used the British meas-

urements for yonks! Ah, how time heals wounded pride. How many of you would now want to go back to the imperial measurements! Come on, be honest with yourself. Also when metric measurements were introduced, centimetres (cm) were not to be used, only millimetre and metre; however, the building trade starting using cm and now we are stuck with it.

Also, in the last Journal, two letters from Ern Raddatz! Where are you Ern? Has anyone worked it out! 875 km from the nearest branch? It has to be up north, either in WA or NT, or may be Queensland. Anyway Ern, where ever you are, be it a new field of endeavour or retirement, all the best from the Victorian Branch.

For those who don't know Ern, he is a man of few words, but he certainly makes up for his reserved nature with his letters and articles in Journal. They do make for very interesting reading. While I agree with most of what Ern says on the content of Journal, I must say that I also enjoy reading the Library Notes by Brian Southwell in the Victorian Section. The Victorian Branch owes a lot to Brian for his continuing efforts in maintaining and adding to a substantial collection of valuable books and bound volumes of periodicals. If you have not used the library, then you are the loser, after all, it is there for your convenience.

The letter from Ted Ward on Zero Population Growth and Roger Lloyd's article on membership dues in the last Journal are both very relevant. Ted mentions the cost of running Branch clubrooms and Roger mentions the \$10 we pay each year to be a member of AMRA. For the information of those living interstate, Victoria has their own Clubrooms with a large meeting hall upstairs and a big area downstairs for a large permanent layout, plus a large extension which is used to store our exhibition layout modules, plus any other equipment required for our Annual Exhibition. However, all this comes at a cost, and I wonder if our members realise what that cost is. Here is a brief list of items that pop up each year and must be paid.

Cleaning - hall and outside	\$ 820
Monitoring of security alarms	400
Electricity	750
Telephone (part of security system)	570
Gas heating (remember our winters)	200
Insurance (covers everything)	3300
Rates (both water and Council)	1300

On top of these costs must be added the items that are brought on an irregular basis, and you can see what I'm getting at. So when we hit you at the door each Meeting Night for a \$2 donation, that money is then used to help pay for the running costs of the Clubrooms. With regard to Roger's point about the membership fees, I can only agree. I too would be prepared to cough up \$40 a year, but on the basis that at least half stayed with the Branch that the member belong-

ed to.

I wonder if there are any members who also read the Railways of Australia publication NETWORK. The December '88 issue had one particular article that should be read by anybody interested in railways. The article was titled Runaway on Cima Hill, and took place on the fabled Union Pacific. A rail road that I had thought took pride in its operation. After reading the article right through, I was appalled. To think that a system like the UP could allow this sort of thing to happen was unbelievable. Three men died directly as a result of Management insisting that trains run with a minimum of time spent on brake inspections and worse, repairs.

For those who are interested in the article, I have a few copies. In brief the event took place on 17/11/80, and involved a 21-car freight loaded with concrete sleepers and a 4000 tonne super freighter. The runaway took place on a long descent of 30 km with a ruling grade of 1 in 45. The super freighter was in front with five units, the lead unit being a DD40X, the others being SD40s. The sleeper train had one SD40 with a defective dynamic brake, i.e. not working. The driver of this train was faced with the prospect of bringing his train down the 1 in 45 with air brakes only. This may have been alright if the brakes had been working properly, they were not. When a test train was assembled using identical wagons, it took two days to fix them in order to carry out a simulation of the event. It was found in the tests that the ill-fated train had a braking ratio of about 15%. Not nearly enough to bring a train weighing 1800 tonnes down a continuous grade of 1 in 45. Of the 20 wagons, only a couple had fully operative brakes, the rest were either not working, or partially working. The final part of this story is as follows. A gap of 8 km separated the two trains. The sleeper train cleared Cima loop at 27 kmh and started its descent. After the train cleared the points, it was braked down to 21 kmh - but then accelerated to 26 kmh. Two more service applications were made, but the steep grade was starting to take command of the train. The driver radioed, "I keep setting air and it wont slow down". The train was now accelerating at the rate of 2.6 kmh per minute. The conductor at the back heard this and opened his emergency valve, but said nothing on the radio. With the driver now unable to keep air, the train was now accelerating at 8 kmh per minute. At this point the despatcher should have either sidetracked the super freighter or set points to derail the runaway which was still running at a relatively slow speed. He did neither. However, the driver of the super freighter did, and immediately radioed for permission to exceed the regulation speed (40 kmh) which was granted. By this time the runaway was doing 63 kmh and closing. The 50-car freighter quickly accelerated to 105 kmh, but the runaway was now increasing speed at the rate of 14 kmh per minute. In the cab the driver was broadcasting his speed: 110 - 120 - 130 kmh, behind him the old three piece bogies kicked and bucked way above their critical speed; regrettably the superb track kept them on the rails. Ahead the freighter was running at 121 kmh and the crew was confident of staying ahead when suddenly the overspeed trip on the DD40X cut the power. Desperately the fireman broke into the speed recorder and forced the needle back to restore power. With full power, the freighter was soon doing 135 kmh. At this point the runaway was now doing 177 kmh and closing fast. At 14.29 and just 30 minutes and 37 km after leaving Cima summit, the runaway hit the rear of the express doing an incredible

190 kmh. All this time the driver of the runaway was seated in his cab, microphone in hand, broadcasting his speed and giving a calm estimate of the closing distance of the train ahead. The Report describes the collision as being cataclysmic, the last moments of the crew must have been sheer terror; their locomotive was completely demolished, except for the diesel engine. The Report also describes the crew of the runaway as brave men. I believe this to be a gross understatement.

When investigators ran the replica test train, it was shown that a very experienced driver could bring the train down the 1 in 45 with grade control valves alone. However, a driver had to be brought out of retirement for the test. And nobody dared touch the caboose emergency valve to fully replicate the runaway - not even on a train with air brakes that worked, not even on a loco with unused dynamic brake in reserve, not even with a cleared road ahead.

The message I am trying to get across is that running a real railway is not for amateurs, there is no room for error. As I said earlier, the article is available if you can't get a copy of Network.

I also notice that V/Line is testing longer trains on the Western line; 70 wagons and four locos is the longest so far. The tests must have been successful, as maximum train lengths have been increased to 65 vehicles. Also, I notice the large Ford high cube vans used for transport of auto pressings from Geelong to Broadmeadows have been repainted with V/Line logos, recoded VBCW, and are now being used in general traffic. Keep an eye out for them, they are BIG.

That's all for this issue. The next will be a lot shorter, I promise.

Geoff Brown

Library Notes

The 36 Class locomotives of the NSWGR were introduced in 1925 as hopefully bug-free versions of the G35, which was pretty generally hated. The 36s were probably always more popular with rail-fans than crew, and they earned the name of 'pigs'. Still, 75 of them were built and they were very visible in both goods and passenger working until finally withdrawn from revenue service in 1969.

The New South Wales Rail Transport Museum has added to its impressive list of publications John B Thompson's 36, a very readable history of the class, its modifications and its workings. A handsome volume, with hundreds of excellent photographs and an Appendix of Technical Tables.

Another of their productions is Illawarra - 100 Years, compiled and edited by Don Estell and others. A well designed A4 limp covered book, it is basically a collection of photographs from all periods, with extended captions. A nice job.

Histories of short lines are getting shorter and shorter - or perhaps it is just that shorter lines are now entering history. Offal, Oil and Overseas Trade by Neville Pollard is the story of a line from Sydenham, a Sydney suburb, to Botany on the Bay. In fact, it ran from newly constructed abattoirs at Homebush to the wool scourers and tanners, who needed vast amounts of water, and therefore couldn't be located inland. Offal and skins had previously been taken by horse and cart through the city, to the dismay and discomfort of all.

The line was approved in 1913. Construction began in 1915 and the job was completed in 1925 - for some three times the estimated price. Presumably horses and carts took their smelly loads through the city until then. Numbers of other industries were located along the line and it served to take coal to Bunnerong Power Station, take tank cars from an oil refinery and containers from a shipping terminal on Botany Bay. The book, published by ARHS (NSW) is an interesting history of a very busy short line, with enormously varied trains - even including obsolete carriages being shunted into Simsmetal, for breaking up. It would be a delight to model, and as for operation - anything goes.

Less exciting, though closer to home, is Cross Country, A History of the Ballarat-Skipton and Newtown-Colac Railway, by Norman Houghton and Jack McLean, and published by ARHS (Vic). 'This railway was built in five sections over the 28 years from 1883 amidst controversy, dithering, uncertainty, parochial sabotage and lost opportunities.' Once the line was operating, the dithering at least continued. Some of the time-tabling was remarkable, to put mildly. Passengers to Colac used to be off-loaded at Beeac, to wait for two hours for a connection. Meanwhile, their train had happily gone on to Colac! Most preferred to walk. A detailed description of a very odd rural line.

Black Smoke, Blue Mountains by James Bentley is another handsome book, produced by Robert Brown and Associates of Bathurst. It deals with the Great Zig Zag Railway, in photographs and with paintings by Phil Belbin. The arrangement is of an imaginary journey from Sydney over the mountains, with old and new photographs and paintings and extended captions filling in the story of its building and operation till 1910, when the Zig Zag was bypassed, then its resurrection as a tourist railway. Building the railway was one of the great engineering feats of the day; restoring it, one of the preservation feats of the present. The railway deserves a fitting celebration and this book does it proud.

In general, the Library buys books on Australian prototype only. Should a book about a British locomotive, with three pages only of shots taken in Australia, be bought? I suspect that I'd be lynched if I refused to buy Flying Scotsman: A Locomotive Legend, edited by Nigel Harris. It tells the full history of the loco, till it was hoisted aboard the New Zealand Pacific for its trip to Australia. A final chapter adds three shots taken here.

The book is workmanlike, rather than inspiring, but is notable for the speed of production. It was actually laid out and set in England by Silver Link Publishing, then page film flown to Australia, where it was printed by Southbank Communications Group. This is then the first edition; I believe it won't be published in Britain till the second half of this year. I predict that the book will be extremely popular. It deserves to be.

Links by E D Hills has the sub-title Forty Six Years on Queensland Railways Locomotives. The locomotives the author drove were both steam and diesel. Very much better written than many such, and full of fun. I've not finished it yet, but I'm thoroughly enjoying the read. It's a long paperback, distributed by the Australian Narrow Gauge Railway Museum Society.

It was early 1941, petrol rationing had been introduced and people heading off for their Easter holidays were encouraged to go by train. Victorian Railways planned for the busiest Easter they had every had - or probably ever would. Circular

C6/41, Easter Holidays - 1941. Extra Train Services... was issued. This historical document included a Working Timetable and a host of special instructions, giving an important 'slice' of railway working at the time. Copies are very rare. ARHS (Vic) has produced this facsimile. If you've not seen it, it contains 160 pages and it was 'to be kept available in every signal box, engine shed, office and room used by the employees concerned, and, in addition, a copy is to be furnished to every engine driver, electric train driver, motorman and guard concerned'.

Brian Southwell
Librarian

General News

January Meeting

No meeting and competitions held, and the evening was spent in running trains.

February Meeting

There was a video slide display by Graeme Nitz showing mainly QR locos and trains, although a few extraneous subjects, such as crocodiles, NSW trains, etc, were shown.

Competition Results

Photographic - Railway slide at least 10 years old	
P Jenkinson - 520 class SAR loco	90 points
Models - Open Standard	
H Croft - Scratchbuilt station building	82 points
- Passenger Equipment	
I Gunst - London Tram kit	58 points
*****	*****

WORKING BEES

This was held on 12 February, with the following in attendance:

J Treseder, R Marsden, D Marsden, P England, W Morehouse, A Jenkinson, B Southwell, R Thomas, G Brown, W Secker, G Nitz, B Edwards, R Lloyd, R Polistena and Mrs M Polistena

The work undertaken was general weeding and clean up of garden/surrounds, painting, wiring and work for the Exhibition.

The next working bee will be held on Sunday 4 June, during the morning, while in the afternoon the USA timetable operating day will be held. This is an experiment to see whether we can get any other people along at the working bees than the usual regulars. The idea being they work for a couple of hours in the morning on the working bee and then operate USA trains in the afternoon.

Also, over the Christmas/New Year period, J Treseder and S Westerman put in many hours' work in varnishing the upstairs hall floor boards. The floor is looking great, thanks to these two members.

TIMETABLE OPERATION

A UK prototype operating day was held on 8 January, with 18 members attending. Stock, etc, supplied by A McKenna, M Martin, G Stockfeld, W Secker and P England.

An Australian prototype operating day was held on 5 February, with 21 members present. Stock, etc, supplied by A McKenna, M Martin, D Coward, R Lloyd, R Robinson, R Bogie, A Johnson and J McClure.

JUNIOR MODELLERS

Junior Modeller days are held on the Saturday prior to timetable operating day during the football season, between 10 am and 3 pm at the Clubrooms.

These days were popular when first started, but seem to have slumped in attendance; so any juniors interested, this is your day to operate, etc, the Club layout.

INVITATION DAY

The Club's annual Invitation Day for other Clubs' members to visit our Clubrooms was held on Sunday 19 February.

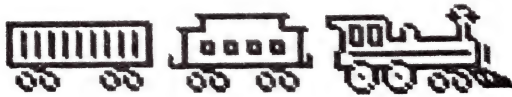
Some 25 members from other clubs attended. The clubs in attendance being MMRS, Puckapunyal MRC, RAAF Laverton, SLSV, Warrnambool, Southern Cross and Metropolitan MRC.

Unfortunately a major electrical fault on the Club layout during the afternoon curtailed running activities on the layout and spoilt an otherwise enjoyable day.

Thanks to Geoff and Sonia Brown for supplying the salads, coleslaw, etc, for the BBQ.

CLUB LAYOUT

A major electrical fault on the layout has temporarily put it out of action. It is anticipated that because of the amount of work needed for the Exhibition, the layout is liable to be out of action until the end of March or early April.

**Program****APRIL**

- 1 Sat Junior Modellers - your equipment
10 am - 3 pm
- 2 Sun Timetable operation - UK equipment -
1.30 - 5 pm
- 13 Thur Social Meeting - 8 pm
J Treseder - Your model railway system
Model - Australian or other kit
Photo - Mixed gauge track work
- 15 Sat Ladies Night - 7.30 pm
Venue to be advised at Exhibition
- 30 Sun Running day - your equipment
1.30 - 5 pm

MAY

- 6 Sat Junior Modellers - your equipment
10 am - 3 pm
- 7 Sun Timetable operation - Australian proto-
type - 1.30 - 5 pm
- 11 Thur ARHS Film Night - 8 pm
Model - open standard
Photo - model train on a trestle
- 14 Sun Mother's Day
- 28 Sun Running day - your equipment
1.30 - 5 pm

JUNE

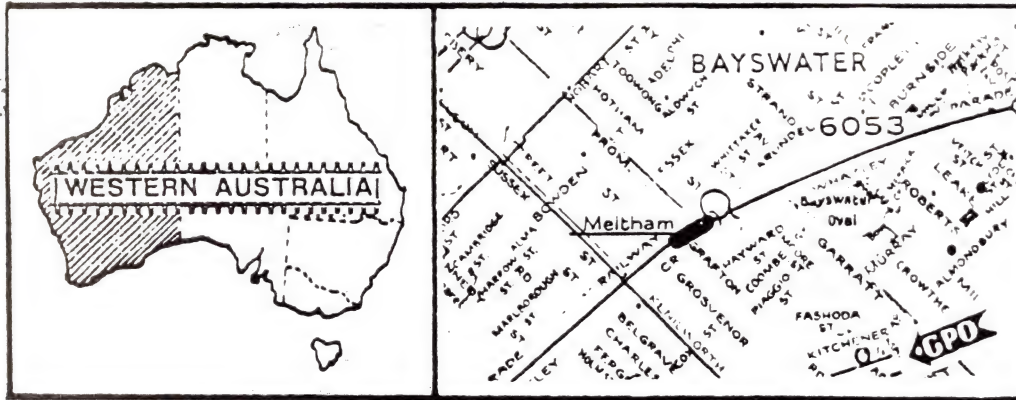
- 3 Sat Junior Modellers - your equipment
10 am - 3 pm
- 4 Sun Working bee - 8.30 am - 12 noon
- 4 Sun Timetable operation - USA prototype
1.30 - 5 pm
- 8 Thur Social Meeting - 8 pm
Auction Night
Model - Australian or other kit
Photo - abandoned right of way
- 17 Sat Layout Visits - 1 pm from car park
opposite Clubrooms
- 25 Sun Running day - your equipment
1.30 - 5 pm

Convention

To obtain more information about the Waitemata 150 Convention, write to :

WAITEMATA 150 CONVENTION
P.O. BOX 29 110
GREENWOODS CORNER
AUCKLAND 3
NEW ZEALAND

A model railway celebration of
New Zealand's 150th Anniversary
13-16 APRIL 1990 [EASTER]
Auckland College of Education
Epsom Avenue, Epsom
AUCKLAND, NEW ZEALAND



EXTRACTS FROM "BRANCHLINE"

Your Roving Reporter

Was at Moojebing Reserve in Bayswater recently to witness the 'turning of the first sod' on the site of the new Branch Clubrooms.

In a short speech before an audience of some 30 members and their families, our President, Ted Thoday, praised the many people who had played their part in setting the scene for the moment when the Branch would be in a position to build its own home.

Ted then sank his spade into the ground in the appropriate position of our new front door and turned the first full spade of earth. Those present were then invited to participate in the use of the spade - several took the invitation, including a number of young, potential future members.

Barry Keens, the Project Manager, and John Ellis, who has provided all the building drawings, had laid the site out with posts and string to show the layout of the building's interior, indicating where all the various facilities would be located.

A couple of days later, our tame lumberjacks, Bob and Doris Nelson (who is really a 'jumberjill') took to the trees with a chain saw, etc, and removed the five which were in the way of the building area.

The following Saturday, in a short break in the appalling weather (thunder, lightning and heavy rain), several members and their wives removed the results of Bob and Doris' efforts and filled the large rubbish bin which had been placed there for just such purpose.

The latest news from Barry is that work on the sand pad, concrete slab and foundations should start about end January

Kermut

Branch News

THE TED THODAY ENCOURAGEMENT AWARD

Have you finished that model which was not quite ready for the October event? Now is the time to put the finishing touches to it, or perhaps to start another model.

The appraisal will take place on Saturday 22 April. Further details in the April issue of The Branchline of when and where.

This event is open only to members of the Association - there will be a private meeting between modeller and appraiser to identify a number of points about the model, followed by a private appraisal of the model and then a second meeting between modeller and appraiser to discuss the entry in a positive and constructive manner.

MANAGEMENT COMMITTEE

1 Resignation

Arno De Smalen has been a member of the Management Committee and has filled the position of Librarian for some time. Due to a change in employment, necessitating a move to Telfer, Arno has tendered his resignation from the Management Committee.

Arno has been an active member of the Branch for many years, and he will be missed. However, we wish him well with his new employment and hope to see him at Meltham (or the new Clubrooms) as time and opportunity permit.

2 Casual Vacancy

Roger Solly has accepted an invitation to fill the vacancy in the Management Committee caused by Arno's resignation. Roger has been involved in several Branch activities almost from the day he joined the Association. He will add considerable strength and expertise to the team.

3 Librarian

Barry Keens has been involved with the Library operation for some time and his offer to take over the duties of Librarian has been accepted by the Management Committee.

Ted Thoday

DONATIONS

The family (in UK) of the late Jim Green-shields has donated to the Branch a suitcase full of books and magazines, which were part of Jim's estate. We are deeply grateful for this most generous gift.

It is understood that Jim's models of North British Railway locomotives and rolling stock and of the buildings he was constructing for his model of Fountainhall are now in the possession of the same family. Those who saw some of Jim's entries in the Railway Modelling Competitions will be pleased to know that the models are in good hands.

NEW CLUBROOMS

We have contractors ready to start on the building, but at the present time, we do not have any water to the site! This is not an oversight, but just another of those problems we seem to keep having. Because the Moojebing Reserve is shared by more than one group and a water supply is already available in the far south western corner (to the change rooms), and there are regulations (how many more you ask!), the City of Bayswater is having to try and get another supply laid on for us and the WA Light Car Club. I hope that will be the way it will happen, as it will save some costs. Let's hope that our build-

ing will soon get really under way.

At least we made a start the other week with our 'sod turning' which was well attended by members, and with the cutting down of some trees (thanks to Bob Nelson and his wife Doris, who acted as 'Foreperson'). Thanks also to the clean up crew who 'attacked' the debris on Saturday 17 December - some members who arrived 10 minutes late found that all the work had been done!

Further down the track, we will need help with painting, tiling, door hanging, sand shifting, ceiling fixing and other 'handyman' jobs. Some of the future General Club Activities meetings on Saturday afternoons may well be held at Moojebing Reserve to get some of these jobs done.

Barry Keens
Project Manager

DISSATISFIED CUSTOMERS

The publication of the experience of Peter Chandler (who is not an AMRA member) with a very delayed delivery of goods from Gerald J Elliot of Filton, near Bristol (refer October 1988 issue of The Branchline) did not bring 'out of the woodwork' any similar experiences from AMRA members, apart from my own and that of Ted Thoday some years ago, and George Jeffries told of a similar experience several years ago which he has 'written off to experience'. Of course, the original article from The Branchline has been reprinted in the November/December 1988 issue of Journal, and it may be that there will be some feedback from this wider readership.

The Peter Chandler saga became quite complicated with the involvement of Peco Publications and Publicity Ltd (as a result of a show of initiative by Alan Burnett-Leys, an AMRA member in Scotland), but it has all settled down now - see Letters to the Editor in this issue.

Two points emerged from this saga:

- 1 Gerald J Elliot has gone out of business, so the problem with him would not seem likely to recur in the future.
- 2 Peco Publications and Publicity Ltd will take up any matter of unsatisfactory response to an order placed with a UK trader advertising in Railway Modeller on behalf of any overseas reader of that magazine. This is done regardless of cost, time or effort.

Kevin Derrick reports of some dissatisfaction he has been experiencing with Woodhead Models in getting supplies of their transfers, and he is going to take up the offer by Peco to chase up such cases.

Now, Ted Thoday writes as follows:

"I am also among the ranks of the dissatisfied, having all sorts of trouble with DPR Marketing and Sales of Twickenham over their apparent inability to fulfil two pre-paid magazine subscriptions.

Being unable to obtain any satisfaction from DPR, I contacted the British Consulate in Perth. Their advice was to write to -

Office of Fair Trading
Consumer Affairs Department
Field House
Greens Building
LONDON EC4A 1 PR England

I understand that this office covers the 'Greater London' area and that other offices cover the rest of the country.

A reply is awaited. I will pass on any further advice."

Letters to the Editor

Dear Alan

I was most interested in the locomotive hauling contest, details of which were published in the October 1988 issue of The Branchline; however, a little disappointed in that no Marklin locomotives were represented.

It may be that the undisputed overall superiority of Marklin locomotives discourages members from competing against them in these hauling contests, or perhaps it is simply that the testing equipment is not capable of containing the awesome power that Marklin locomotives produce, and in consequence they are precluded from competing. Either way, I understand and accept this situation.

If, on the other hand, it is possible, I would appreciate the opportunity of entering a Marklin locomotive in the next contest and amazing Club members with its performance.

I would like to offer a prize of FALLER kits to the value of \$50 to be selected from the comprehensive range on display at Station House, 20 Teddington Road, Victoria Park, to the owner of the locomotive, the performance of which comes closest to that of my Marklin locomotive. In the most unlikely event that this prize winning locomotive actually out-performs my Marklin locomotive, the prize value would be increased to \$100.

David Eckersley

(I have discussed with Simon Mead, the inventor/manufacture of the AMRA WA Dynamometer Mk11, whether it is possible to arrange things for three rail Marklin locomotives to put 'on test'. He assures me that this can be done by placing a piece of three-rail track over the array of various gauges that are already on the equipment. So, David, you're on at the next competition on Wednesday 29 March, which will now have a certain 'sheep station' aspect to it. The Management Committee will be deriving the ground rules for the occasion, but in general it will be 'drawbar efficiency', i.e. ratio of drawbar pull to locomotive weight, which will be looked at. By and large, the above challenge will be restricted to 3.5 mm/ft and 4 mm/ft locomotives pulling on 16.5 mm gauge track, Sn3½ locomotives running on the same track, EM on 18.2 mm gauge track and S4/P4 locomotives on 18.83 mm gauge track. The full details of the conditions that will apply will be promulgated on the evening of the contest.

Editor)

Dear Alan

Did I detect a chiding note in the latest (December 1988) issue of The Branchline (yes, you did! Ed), or am I being just a little oversensitive? Your information is correct, I did receive the kit as requested on 5 October, together with a note on a scrap of paper, apologising for the delay, but GJE had wound up the business, but had managed to find a '700' Class kit to fulfil my order. To be honest, I think I would have preferred the money! I do apologise for the delay in informing you, but we have only recently moved to this address and I have been busy decorating the house from top to bottom, as my wife is due to present me with our first child in January, so, in between attending pre-natal classes and decorating, minutes have been hard to find. I hope you consider this a good excuse for my tardiness! (Excuse accepted - Ed)

I trust that you have received the copy of Albert Goodall's catalogue for the Club. (This catalogue, dealing with various Southern Railway superdetailing items, has been placed in the

Library - Ed)

On a similar note, I have enclosed a photocopy of a letter I have received from Wulfren Railways of 39a Berry Street, Wolverhampton in response to an enquiry I made. The principal of this company, David Seddon, was extremely prompt in replying to my query. I should stress that I have no connection with the concern other than as a satisfied customer, and all dealings, should you choose to publish the name, etc, should be conducted between the vendor and the business! I feel that it may be an opportunity for AMRA members who have old Australian Tri-ang, etc, lying in the box room to exchange it for goods that may be more useful to them.

Peter Chandler

(The following is an extract from the letter sent by Wulfren Railways to Peter Chandler:

"Should you have any Tri-ang to sell, please do let me know. If you know anyone who sells second-hand Australian Tri-ang items, please do let me know. I would very much like to purchase R450 three-car NSW suburban units, R155 switchers, etc.

I send lots of Tri-ang to NSW and South Australia. Your letter is my first from Western Australia.

Yours etc David J Seddon")

(It should be noted that Peter received his kit from Gerald J Elliot on 5 October which was just five days after the publication of the October 1988 issue of The Branchline, in which appeared his letter outlining the lack of satisfaction he had received, to that point, in certain dealings with Mr Elliot. The date of receipt of the kit is at least two weeks prior to the letter sent by one of our overseas members, Alan Burnett-Leys, which triggered the following letter from Mr S C Pritchard, Managing Director of Peco Publications and Publicity Ltd..)

Editor's Scrap Box

Poor old Louie! Struck down in the prime of his life - not by a squirt of you know what type of insecticide, but by a flood of input from the various 'portfolio holders' on the Management Committee, describing for the readers of The Branchline what's been happening and what's to happen in their areas of 'management'.

His little chum, Pete the Paper Mite, has, however, been keeping an eye on things, in particular the errors in the last issue of The Branchline (must get a better set of typing fingers, or a can of you know what type of insecticide - Ed) He has told me that he found the following errors:

p7 'Oh Dearie Me!', last para, first line.

Ignore 'Scakefour' and read 'Scalefour'

p22 'One Day in a Lifetime' (second page) end of second line. Insert the word 'cab'

p34 'Freight Train Compositions' last line.

Ignore 'form' and read 'norm'

Had an interesting letter from Ian White, who was a 'little' late in renewing his subscription, but put it down to the traumas of moving from Kingsley to Karratha - seems a pretty reasonable argument! Anyway, Ian is up there as Locomotive Projects Supervisor with Hamersley Iron, based on the 7 Mile workshops. He says that he would be only too pleased to assist any member requiring information about Hamersley rolling stock. He can be contacted at 353 Samson Way, Karratha 6714.

Did you know that a new Australian model railway magazine appeared last October? It was

'launched' at the AMRA NSW Exhibition, I believe. It is called 'Model Railway Craftsman', and is advertised as a quarterly journal for the finescale modeller of Australasian prototypes. It is based on the concept behind the British Model Railway Journal - perhaps intended for 'The Few', but because it illustrates and discusses EXCELLENCE, it was embraced by the MASSES! Let's hope that Model Railway Craftsman follows the same course. I've seen the pilot issue published last October and the first 'regular' issue (No 2) published in December, and they do show signs of the promise in the concept. A year's subscription can be bought for \$12 post free. All cheques and money orders must be made payable to Railway Act Publications, 132 Ernest Street, Crows Nest, NSW 2065. The editors are Peter Heininger and David Atkinson.

Readers will note that this issue of The Branchline is printed to A5 size - that is, it is printed on A4 paper, which, when folded gives a 210 mm x 148.5 mm format. There was no objection registered to the idea when it was put to the members in the last issue. And so it will be of this size from now on. As promised, the 'Have You Seen....' segments are a little larger than last time - they're 80% of the original type size - but due to an error of arithmetic (must get a new set of calculating fingers!), the bulk of the text in this issue is NOT 90% of the original type size as promised, but 87%-89%. Like 'Avis', I must try harder!

Once again, the long promised articles on the Railway Book Club, on prices of magazines and on the beginning of Hornby Dublo have not appeared due to lack of time and space (I think I'll give up promising these!), and also missing from this issue is the fourth black and white copy of the locomotive water colour prints sent to us by our two South African members, Mat Van Rensburg and Jan Scheepmaker. This is due to lack of space and it will hopefully appear in the April issue.

Sales Cupboard Notes

You may remember that in the last issue of The Branchline, Louie the Fly mentioned Roger Carrell's donation of coach concertina (or corridor connection) kits to the Branch. What he didn't mention is that they are selling for \$2 each and that they contain enough bits to equip up to 24 coaches (48 ends). They are available for Stanier, Bulleid, Maunsell and BR Mk1 stock. I bought the only Gresley set myself and assembled a couple to try them out. A bit fiddly to put together, but very effective when fitted. Just the shot for those nit-pickers who complain that your passengers can't move between coaches.

Louie also mentioned the book 'A Comprehensive Glossary of Railway and Modelling Terms' by Angstrom selling for \$6. Required reading for quiz nights and for people trying to find out what a Decapod is!

I've also heard from Barry Keens that Paul Gajewski has donated a large quantity of magazines to the Library. A number of these were duplicates of copies already held in the Library, and Barry has swapped them over, so generating a bundle of magazines which are surplus to Library requirements. So if you are after copies of Model Railroaders and Railroad Model Craftsman, get in quick, as American modelling magazines usually don't last very long!

Another donation has come from Kevin Derrick in the form of a box of 'hook-up' wire made up into bundles each about 4 metres long. Most

of the wire is single strand, 'figure eight' (I think that's what it's called), i.e. two conductors whose plastic insulation coverings are joined and would be of a larger size than telephone wire, which is often used by modellers for wiring up their layouts. These bundles of wire can be had for just 10¢ each.

John Martin

Layout Report

Haltwhistle (OO scale layout)

It has been suggested recently that we should exhibit Haltwhistle at this year's Model Railway Exhibition. This seems to be an excellent idea, as the Colorado Pacific N scale layout has been exhibited for two years running in an incomplete form and would not be 'finished' in time for this year's Exhibition. With this in mind, a number of meetings in May will be set aside to allow the preparation of the layout.

Work that will need to be done includes the repair of a couple of point motors, some track repairs and refurbishment of much of the scenery. Dennis Ling has volunteered to make some dummy signals which will add a lot to the railway atmosphere. I look forward to your support in this project.

Colorado Pacific Railroad (N scale layout)

Work on the Colorado Pacific Railroad has slowed down considerably of late, and has now virtually stopped. With work to be done on Haltwhistle, it is unlikely that there will be much further progress on the Colorado Pacific until after the Exhibition. Then we will probably be in our new Clubrooms and, with renewed enthusiasm and in a much better environment, I hope the crew will be able to attack this project with renewed vigour. The layout will be a considerable asset to the Club for exhibition and display use once it is 'completed'.

Simon Mead
Layout Manager

Two Days in the Life of a Narrow Gauge "O" Scaler

I was at ModelRail '88 trying to make myself look busy and attempting to finish off a Lo Side Gondola (a three-plank wagon to the Brits) which was started at the 1985 Exhibition - or, was it 1984? - anyway, it was the first exhibition at the Showgrounds after South Perth.

I was smarting after not being able to convert our Editor (found out later he was doing this to everybody!) and retreated into my narrow gauge lane - Placerville, circa 1949, elevation 7321', snow appearing on the mountain tops, summer in retreat, aspens turning yellow, ponderosa pines losing their foliage - and then a voice brought me back into reality with a jolt, "What's the story with this SIG?" (NMRA jargon for 'special interest group'). I looked up from my reverie - a customer! He then introduced himself, "I'm John Curley". So this is the 'JC' that Craig Hartmann had met at the Exhibition and had been raving on about ever since. A US NG O scaler, a rare species, the second one in three months. Harry Rossiter, who has since joined AMRA, turned up on my doorstep a few months before. Now, here's another one to boot - it must have been the fatal

attraction of Miss Abe and her Duluth.

We then went off into the shortcomings of the dealerships in Perth taking a quantum leap into LGB from HO and virtually ignoring S and O scale, which is nothing unusual - the Railwest group have had to put up with this state of affairs for years. There is a plus side to this - it makes them the best scratchbuilders in the West, so it can't be all bad.

We in US On3 are very lucky in the kit area, both for rolling stock and buildings - the choice goes into the hundreds. Flexitrack is on call from PSC. One has to make turnouts, but even they come as kits. The trick is to obtain a reliable supplier; mine was recommended to me by one of the foremost modellers in the US, Bob Brown, Editor of the Narrow Gauge Gazette, and one cannot get a better recommendation than that, in my book.

Plan ahead, months if need be. PFM sound controllers, Kadee spikers, etc - have these sent by surface mail and the 'littlies' by air freight, so one can virtually ignore your local people, except for balsa, paint and other small incidentals which do crop up sometimes. We then drifted into the SIG subject, so after ModelRail, John got me thinking that something concrete had to be done instead of just talking about it - which I have been doing since 1985! Also, it definitely means that when an unknown or little known scale like On3 is on exhibition, it was able to get two people interested. So, it pays to exhibit!

Day 2. Wednesday 9 November - inaugural meeting of the Narrow Gauge SIG was convened (sounds like a mass meeting in Dampier!) at my residence. Nine promised to come - 90% of the Narrow Scalars are members of AMRA WA. They started drifting in at the allotted time, some grumbling that they couldn't see the number on my house (there isn't one! - went off numbers after being 22673211 in the 1st Devons for three years!! - but might get a brass numberplate - "it's got to be brass" - if I make a career of this place.

Group members were a bit of a hotch-potch, to put it mildly!

O Scalars - 3

US Colorado
New Mexico

HO scale Scalars - 4

Colorado
Eastern States
An island off Madagascar

O Scale Welsh 16.5 mm - 1

Welsh Wales

Sn3 $\frac{1}{2}$ - 1

Western

Lots of things were discussed peculiar to narrow scales and a very interesting evening developed, swapping ideas. One member even demonstrated how to snap the arm of a Bunnings (Karratha) cheap offer folding chair! After any other business, Harry Rossiter, laconic as ever, said, "I think I might pick up the sound system (which I had been drooling over since his trip to the US). We duly retired to my layout room, which is situated in the roof of No 140. Just as we had loaded up with the PFM Mk2 gear, the rest of the group staggered in (my layout room is fairly high) and then started milling about. The inevitable happened - a week before, I had rather foolishly removed the transfer table (which is a very stable unit) with the intention, when my workers were available, to take the other two units down, but this never materialised. So the partly dismantled Miss Abe and her Duluth was leaned on

by somebody (?) and started heading for the window. One baseboard, without its leg, fell into my steel-cased FRG 7000 short wave radio - luckily by placing the receiver 3 or 4 centimetres underneath saved the day and the module from certain destruction, as everyone knows, my layouts are at a very high altitude.

It was a special evening in more ways than one - all in all, it was great to talk little trains. Craig Hartmann and John Lye, with the help of cramps and a Chinese windlass pushed the endboards back to their original positions a few weeks after, so things came good in the end.

If anybody wants to join our merry band (and become narrow minded!), contact -

Craig Hartmann Secretary 377 1327
or Ken O'Shea President 377 1064

Ken O'Shea

Library Notes

Arno De Smalen has accepted employment in the wilderness of Telfer, and as the camels do not operate a service to Perth, he has had to resign from the Management Committee and from his position of Branch Librarian. Good luck in your new venture, Arno.

You now have me as Branch Librarian until the Annual General Meeting in May. There is still a lot of cataloguing of books to be done, despite the efforts made over the past few months. Thanks are due to John Ellis, who has drawn up the list of additions since August 1988 - this is enclosed as a Supplement to The Branchline with this issue. Still to be sorted and catalogued are a few books, the N Gauge Society magazines, prototype information and The Link, the monthly magazine of the Manchester Model Railway Club, and of which we have received several years back issues from Mrs Ruth Boydell, wife of the late Broughton Boydell whose trams can be seen in the showcase in the Clubrooms. Hopefully, all this can be done in the next few weeks.

Thanks to Gus Durham for making up some new storage boxes for magazines - we still need quite a lot more of these, so any help to make some more will be appreciated.

Please donate any unwanted magazines or books you have as we can always make good use of them. If we already have them, then we'll put your copies in the Library collection (provided that they are in no worse condition than the Library copies) and we will sell the displaced Library copies to raise funds for other book purchases.

The book shelves are being put into order, and I would ask all members - if you take a book to read at the Clubrooms, put it back in the right place. Same thing with the magazines.

Do you need magazines to fill blank spaces in your own collection? If so, let me have a list and I will check our sales boxes and let you know what we have and also check donated magazines. For country members, I will be happy to arrange to send them to you, but you will have to pay the postage, which will be advised.

That's all for now. Good reading.

Barry Keens
Branch Librarian

Program

APRIL

3 Mon 0 Scale by Dennis Ling and Paul Kehoe

The local members of the Gauge 0 Guild will share the joys and pleasures of modelling in a larger scale.

8 Sat General Club Activities

There could well be work to do on our new clubroom construction on these days - come in your working clothes to the Clubrooms at Meltham Station to find out "What's on, Doc". If it's all quiet at Moojebing Reserve, you'll be able to do as much as you like at Meltham - the Halt-whistle layout requires work to be done on it, as does the Colorado and Pacific Railroad (9 mm gauge), the Library will be open for you to browse or to borrow from and there'll be other railway enthusiasts (model and prototype) to chat to and to ask questions of.

12 Wed Bring and Show

Bring and Show it - whether you've made it, bought it, inherited it, beautified it, weathered it, mucked it up, converted it from a 'sow's ear' to a 'silk purse', or if it fell off the back of a truck (someone else's) - bring it along, show it to the other members and talk about it for a few minutes.

17 Mon Maintenance on Haltwhistle

As noted elsewhere in this issue (Layout Notes), it is about time we worked on Haltwhistle instead of playing trains on it, so come along and do your bit.

22 Sat The Ted Thoday Encouragement Award

If you're a modeller who doesn't think that the work you are doing is good enough to enter in the Annual Railway Modelling Competition, you could be wrong! Why not bring your work along to this assessment session, talk confidentially to the assessor and see what he/she thinks of it?

26 Wed Maintenance on Haltwhistle

MAY

1 Mon Annual General Meeting

The AGM is upon us again, and we will all have the chance to -

- a serve the Branch by volunteering for some office on the Committee, and
- b comment on the affairs of the Branch.

TIMES OF MEETINGS ARE AS FOLLOWS:

Mondays and Wednesdays	8 pm
Saturdays	2 pm

All meetings are held in the Branch Clubrooms, which are at Meltham Station, unless otherwise stated in the Notes. The rooms will be open at least 15 minutes earlier than the times given above. Visitors are always welcome - just introduce yourself to the Duty Committeeman and he will make you 'feel at home' by showing you the facilities and by introducing you to some of the members.

Members' fee at meetings: Senior - 50¢
Junior - 25¢

This covers tea or coffee or cocoa and biscuit. Cool drinks are available at a modest charge from the refrigerator.

No fee for visitors (unless they come too often without joining up!).

Have You Seen?

IN THE MODEL RAILWAY PRESS

(extracts supplied by Ted Thoday and Alan Porter)

Model Railways

December: LMS inspection saloons - a look at those still in service today. Camera and Comment looks at GWR Hall Class No 7911 at Winchester and LMS 4F No 44255 at Fort William, with attention to the detail to be seen all around. More on Irebridge, this time the loco roster, some more nice colour photos of the layout and a close-up of the end of the 4'9" turntables at each end of this 20' x 2' layout. A photographic look at BR's Departmental vans (many and varied in origin) with descriptive captions. The Ghost Train, a fictitious tale of old Crewchester. Description of Tawstock, a small circular (in a room 11' x 8') GWR layout in OO scale, with some very nice scratchbuilt structures. More on the N2 to N1 conversion. A step-by-step description of K & L trees kits construction (Jack Kine inspired these - they're good!). Goods Arrival looks at the latest offerings from Lima (livery variants for Class 40 and Class 50 diesels and Class 73/0 electric loco - this review contains some useful prototype detail information), Kibri building kits, Taylor Plastic Models conversion kits for Farish diesel locomotives and coaches in N scale, Chris Leigh's body kits for the BR (WR) auto trailer and Royal Mail transfers for the Class 128 DMU.

Railway Modeller

December: Railway of the Month looks at Breadsands and Bixton Cove, an extensive home loft layout to OO scale based on the GWR in South Devon. Building a lever frame - an all metal frame suitable for the mechanical or electrical operation of points and signals (the frame described operates the author's 4 mm scale Chesil Town layout). This is followed by a separate article describing the construction of a miniature lever power frame box - this has full interlocking via a locking frame operating on the same principles as the prototype.

January: Railway of the Month looks at Westbury modelled in N scale - this layout is also the subject of this month's colour feature and is a good example of the grand scene effect that is possible with 2 mm scale modelling. The MTK kit of the Class 155 Super Sprinters and the 150/2 LEDs. BR Railfreight vans VGA and VEA/VFA modelled - article includes prototype information and photographs. LNER 1st Restaurant Car constructed from the Ian Kirk/Mailcoach kit as the basis. Two freelance narrow gauge vehicles in 7 mm scale kitbashed from the Wills taxi drivers rest hut kit (Wow! That's some kitbash!!). Torrhead, a 4 mm scale quarry railhead based on the Foster Yeoman works at Merehead. An N layout constructed by a recent retiree, who's finding that model railways are more interesting than painting and decorating the house! An extensive 4 mm scale model based on Blair Atholl on the Highland Railway and built into a 31' x 15' room - although built to OO scale, the owner used Code 70 rail, Romford and Jackson wheels and hook and bar couplings and with attention to running qualities has produced a very good effect. Some thoughts on station design and the philosophy of various types of design. Basic train detection

using Integrated Circuits. Plan of the Month looks at the branch line to Hawkhurst (Kent) and its modelling potential. SECR Class H 0-4-4T photographs, drawings, prototype information. A dad writes about the Railway Gang (his son and two friends) and their model railway layouts in loft, bedroom and garden shed. News Special looks at Peco Streamline fine scale Code 75 track and turnouts - this track is made specially for those using fine scale wheels, such as the RP25 profile and similar. Want something out of the ordinary? See Springside's narrow gauge loco and wagon kits in 7 mm scale.

Model Railway Journal

No 25: Modelling the LMS Black Fives in 4 mm scale (a look at the veritable minefield of variations in the class, just set to ensure that the average modeller puts the wrong details on his/her model!), followed by a review and description of the construction of the DJH kit (MRJ has commissioned a valve gear kit for this loco, in steel - details in the article). The BTA etched tree kits reviewed and constructed. Silent running on London Road, the well known P4 exhibition layout (how did it come about? The author's not quite sure!). GWR cattle wagon variants, the final article on these wagons, includes a tabulation of photographs of the prototype and where to find them. Portfolio looks at 7 mm scale models of a GWR Hawksworth corridor third coach and Cambrian Railways Small Goods 2-4-2T (are they really models!). NER Cowans Sheldon 50' turntable modelled, prototype drawing and information included. Small suppliers Forum looks at some commissioned 4 mm scale pointwork Cherry Scale Models range of London Transport paints, 2 mm scale LNER/BR wagon bodies, Bilteezi sheets, LSWR 20T goods road van from a new manufacturer (Island of Northumberland) and kits for a MR 45' passenger brake van and 48' lavatory brake composite from Branchlines.

IN THE PROTOTYPE RAILWAY PRESS

(extracts supplied by Alan Porter)

Railway Magazine

December: Colour photo of two Class 121 single car DMUs in West London, one in NSE livery, t'other in blue and grey. Another nice colour photo, this one of the ex-GWR signal box at Henley-in-Arden. Yet a third one of Caledonian Railway 0-4-4T No 419 in Caley blue (although it does not show up at all well in the photo) at Kinneil. Line drawings of BR's Class 89, 90 and 91 electric locomotives, supported with several black and white photos.

Railway World

November: Colour photo as a frontispiece depicting two Pacer sets at Skipton and showing very well the MR platform canopy details, including the exquisite finials on each gable. Photos taken around Carlisle and Kingmoor MPD in 1958. Some fine colour photos as a centre spread showing the ex MR station at Cromford, an LVSCR Terrier and a SECR P Class at Tenterden on the Kent and East Sussex Railway. A visit to the Foxfield Railway (in the Midlands), which also features in Railscene No 16.

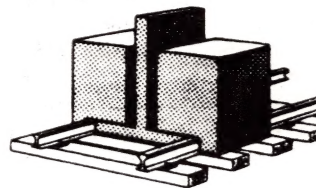
Euromodel Distributors

AVAILABLE FROM GOOD HOBBY SHOPS THROUGHOUT AUSTRALIA

P.O. BOX 388 MITTAGONG 2575 - Phone: (048) 71 2717

COME TO "GRIPS" WITH LAYING FLEXIBLE TRACK-

"KRAUSE CLIPS".



A solid brass precision tool which proves itself useful and advantageous for track laying and cutting flexible track.

PERFORMANCE: The first clip - fixed at the rail joint on top of the rail joiners - ties two flexible tracks inseparably. THUS the tracks are easily adjustable.

The second clip - fixed at the free end of the track - stabilizes the desired form, and allows exact cutting of the rail ends, using the clip as a handle support.

More than two clips will speed operations, give more time for glues to harden, and allows performing of tracks.

Novices and craftsmen will easily become familiar with these handy tools, which facilitate proper track laying.

HO/00 N HOm MARKLIN "K".

PRICE: \$25.00 set of 2.

TRACK MAINTENANCE PRODUCTS

The **RIPPLER**
No. 110 **\$14.95**

- FILES Rough Track Smooth
- RIPPLES Track for Traction on Steep Grades
- CLEANS up with felt tip soaked in

TRACK KLEEN

CLEANING FLUID for TRACK & LOCOS. Will NOT damage paint, electrics or plastics. To clean LOCOS immerse in fluid & agitate for 3 minutes. Allow to dry - then OIL.

CLEANING TRACK - Apply sparingly with cloth. Leaves anti-corrosive film.

125ml for

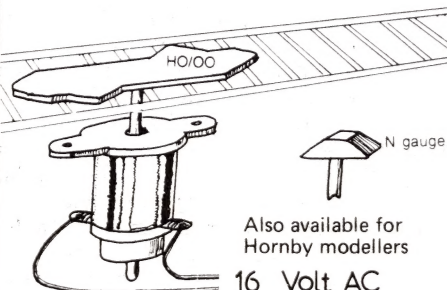
\$4.95

REPA

UNCOUPLERS FOR
HO/00, N, HOe & HOm.

Suits Lima, Fleischmann, Hornby, Roco- both type & all Marklin type couplings.

Uncoupling made easy . . . fit this electromagnetic uncoupler anywhere on layout after track is laid. Simple to install, thoroughly reliable operation. Supplied with template and full instructions . . . ONLY \$9.95. Superior quality, long shank momentary contact switch \$1.65 extra.



LOCH HOBBIES

VICTORIA STREET, LOCH

SOUTH GIPPSLAND'S TRAIN SHOP

A PLEASANT ONE HOUR DRIVE FROM
FRANKSTON OR DANDENONG
ON THE WAY TO HISTORIC COAL CREEK.

QUITE A RANGE OF MODEL RAILWAY PRODUCTS STOCKED.
SECOND HAND EQUIPMENT BOUGHT; SOLD AND TRADED.

OPEN SATURDAYS AND SUNDAYS ONLY BETWEEN 10AM AND 4PM.

POSTAL ADDRESS

LOCH HOBBIES
PO BOX 6
LOCH VICTORIA 3945

The excitement didn't end with the
bi-centennial year!

IN 1989

Train World

has a new shop counter
layout

PLUS

new
Later
trading hours



SHOP DOORWAY

TRAIN WORLD PTY. LTD.

(INCORPORATED IN VICTORIA)

624 HAWTHORN RD., E. BRIGHTON.

P.O. BOX 2100 N. BRIGHTON. 3186

New Shop hours:- Mon. to Thurs.
Fri.
Sat.

10 a.m. - 6.30 p.m.
10 a.m. - 9.30 p.m.
9 a.m. - 5.00 p.m.



DAVID FROST

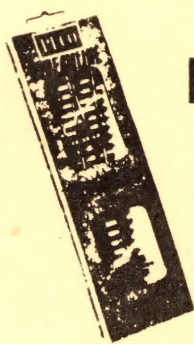
Phone (03)
596-6342

PECO *STREAMLINE*

FINE SCALE

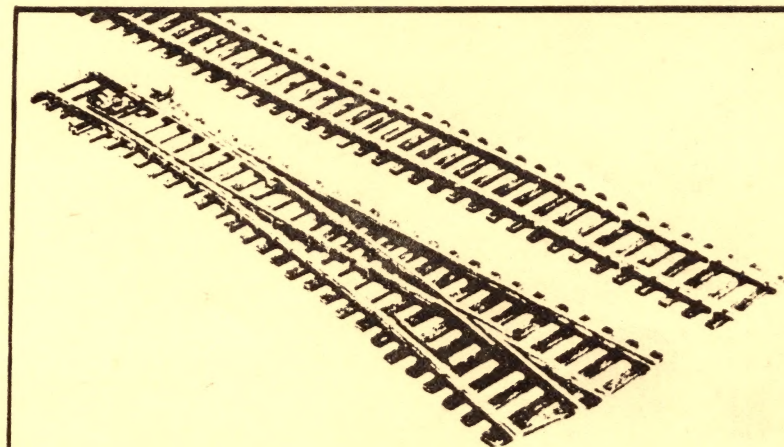
Peco Streamline Finescale — track, turnouts and accessories for the finescale HO/OO enthusiast. Streamline Finescale embodies all the famous features that have become the hallmark of Peco Streamline but incorporates finescale code 75 rail and finer rail fixings. The geometry and sleeper spacing match the Universal series Streamline, enabling it to be used with the existing ballast inlay, etc.

The first two turnouts; medium radius, left and right hand with Electrofrog, are now available, together with wooden sleeper type flexible track and the new joiners necessary for the finer section rail.



Look for the bright yellow packs

In order that you can easily identify this new range alongside Universal Streamline (which will of course still be available), we have designed a completely new packaging style specially for finescale. Look for the new bright yellow packs at your local Peco Stockist now.



SL100F

Finescale flexible track,
nickel silver rail \$ 4.85

SLE195

Finescale R/H medium radius
point, Electrofrog \$16.95

SLE196

Finescale L/H medium radius
point, Electrofrog \$16.95

SL110

Finescale rail joiners,
nickel silver \$ 3.60

SL111

Finescale rail joiners,
insulating \$ 3.60

AN

AMC

DISTRIBUTED PRODUCT

**FOR THE LOCATION OF YOUR NEAREST AMC PECO RETAILER
CONTACT**

TRADE SUPPLIED ONLY

AUSTRALIAN MODEL CRAFT CO.

PO BOX 517 WAHROONGA NSW TEL (02) 476 2488